

William K. Vanderbilt, Jr.,  
aboard his new yacht *Ara*, of  
which he is chief navigating  
officer

Photograph by Robert Russell

AUGUST, 1923, we believe, will be the greatest month in motor boat racing that the world has ever known. Crowded into these thirty-one days and the first few in September, more important events are scheduled than during any similar period. The climax will occur at Detroit, August 30, 31, and September 1, 2, and 3. On the first three days, the three heats for the American Power Boat Association Gold Cup will occur. Already there are more entries than last year when thirteen craft went over the starting line, making a record number of starters for any high speed racing class.

The speed this year should surpass all previous performances, since much thought, and time, and money have been spent during the past twelve months in perfecting every refinement which might be a contributing factor to fast going.

At this moment, there is much secrecy over the entries and possibilities. Racing boats are under construction in almost every out of the way spot in Detroit which is near enough to the water to permit of the boats being tried out under the cover of darkness. If reports we have received are true,



**MOTOR  
BOATING**

119 WEST 40th ST.  
NEW YORK, N. Y.

several prospective Gold Cup boats being given a trial at night have been fired upon recently by Federal officers as the boats were running without lights of any kind and were mistaken for bootleggers.

As in 1922, the Gold Cup Race will be a class event. It is open to displacement craft of more than 25 feet in length and powered with motors of not more than 625 cubic inches piston displacement. Last August, a record of 40.6 miles an hour for thirty miles was set up in the fastest heat.

On Labor Day, September 3, at 2 P. M., the greatest race the world has ever seen will start. This will be called the International Sweepstakes and will consist of one heat of 150 miles—fifty times around a three-mile course. Twenty-five thousand dollars in prizes are at stake and while the entries have not closed at the time of going to press with this issue, yet enough have been received to make the most spirited competition ever seen on the water. The boats will be 25-foot displacement craft, powered with motors not exceeding 1350 cubic inches piston displacement.

## C O N T E N T S

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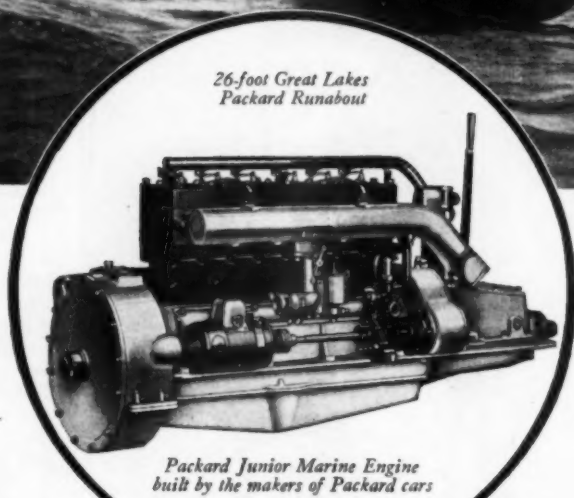
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# Announcing



26-foot Great Lakes  
Packard Runabout



Packard Junior Marine Engine  
built by the makers of Packard cars

## Great Lakes Packard Runabout

*Sold through Packard Distributors and Dealers*

Great Lakes and Packard have produced the latest power boat sensation. All that Great Lakes means in marine science, coupled with an engine specially designed by the builders of the Packard car!

Never has a 26-footer been so smoothly, substantially powered. Of smartest appearance; with a speed of 18-20 miles per hour;

more seaworthy than most larger craft; commodious for guests; and luxuriously finished in mahogany throughout, the Great Lakes Packard Runabout will dominate the market.

Deliveries are being made as fast as these boats can be built. See the Packard dealer or write for Bulletin M.

*With over 700 Packard sales and service stations, throughout the country, owners of the Great Lakes Packard Runabout are assured of the same excellence of service which is enjoyed by owners of Packard cars. For the first time in the history of the industry, this is an advantage that has been made available to the owner of a boat.*

# G R E A T L A K E S

Great Lakes Boat Building Corporation, Milwaukee

LARGEST BUILDERS OF EXPRESS CRUISERS

Designers and Builders of Motor Yachts, Yacht Tenders, Runabouts and House Boats

Advertising Index will be found on page 122





Commodore A. A. Schantz of Detroit, in his official regalia upon being crowned Admiral of the Great Lakes. In the Gold Cup races at Detroit, the last of this month, the Admiral will again be at the helm of the festivities

**T**WO men, bound in a motor boat for Florida, found themselves afflicted with a mysterious engine ailment off the South Carolina Coast. Unable to effect repairs, they anchored off the beach, and with more or less equanimity awaited the coming of a Good Samaritan. Toward dusk he happened along in a larger motor boat and offered to take the smaller boat in tow. He was having trouble himself—three cylinders hitting out of four—but he couldn't leave his fellow sportsmen in distress.

So the long, black pull to sheltered water began, and continued until two o'clock of a stormy morning. It ended off the Oak Island lifesaving station in the complete crippling of the Good Samaritan. He had done what he could, but had fallen short of his goal. Then a flare burned on the beach and before long a whole crew of motor boatmen—lifesavers all—came out and towed the towing party in safety. Neither the Good Samaritan in the first instance, nor the lifesavers in the second, would accept anything but thanks for their services. One and all they expressed the idea that it was their privilege to lend a hand and pull together.

This condensed episode shows a spirit that is typical of the motor boating fraternity—not only on the Carolina coast, but throughout navigable waters. It is a spirit that we try to reflect in the editorial pages of *MOTOR BOATING*. We aim to lend a hand and pull wherever help is needed.

It probably never occurred to the Oak Island lifesavers to call out to the distressed mariners: "Are you qualified members of the Cape Fear Sand Flea Racing Association? If you belong to a rival club we can't rescue you." At any rate, the matter wasn't mentioned. Assistance was rendered irrespective of affiliations or beliefs.

Similarly (although an exact parallel cannot be taken) we endeavor to help the interests of motor boatmen untrammelled by local prejudice. Although we are not the mouthpiece of the American Power Boat Association we are sympathetically interested in the vast work it is doing for the healthy development of boats, engines, and the sport. Neither are we the official organ of the Mississippi Valley Power Boat Association—and yet we are sympathetically interested in the excellent work it is doing in the development of class racing.

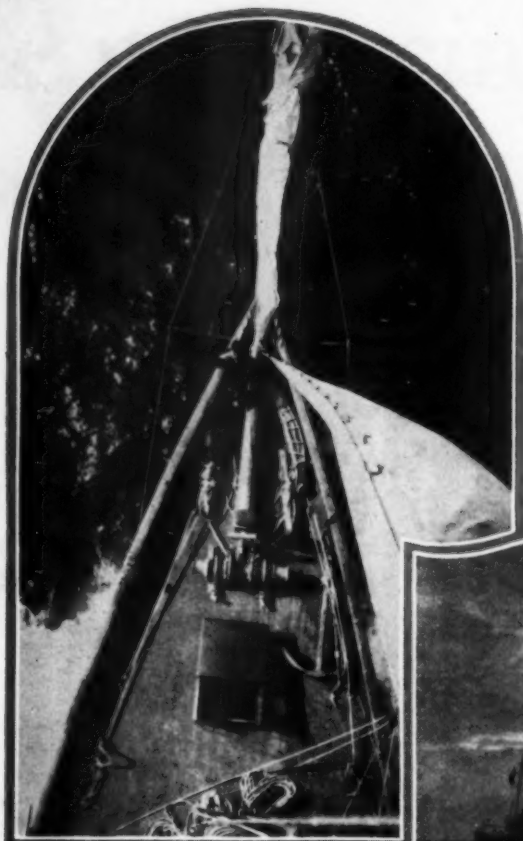
We are not wedded to a 151 cubic inch class, or a 250 class, or to a particular type of hull, or a special set of racing rules. We ARE inseparably joined to every type of competition on the water that tends to develop sane types of boats and engines, and—most of all—real sailors and a love of the sea.

We have an extremely lively interest in the express cruiser of today. It is fascinating in itself, and we believe that it will be a most important factor in developing the motor boat of tomorrow. But we refuse to lose sight of the fact that 999 out of every thousand motor boats sailing the seas or inland waters of this country are of the cruising type. These deserve—and receive—our support as fully as the more spectacular speed boats.

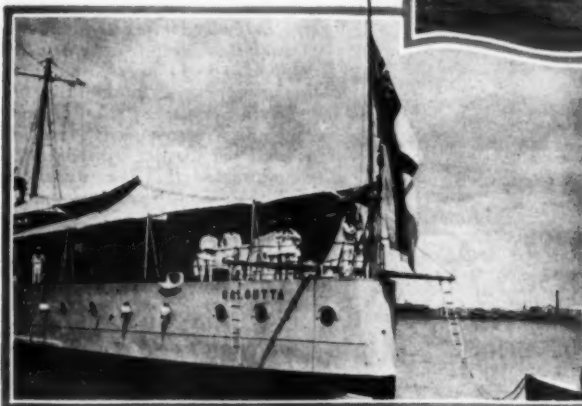
But it would be idle to particularize too closely. We believe that in the trade, in the yachting press, in club stations, and along the sandy wastes of our shores, a feeling of mutual helpfulness pervades the sport of motor boating. We believe it to be our part to encourage this spirit wherever we find it. By so doing we shall further the success of the sport as a whole. We play no favorites, and we knock nobody. To the best of our ability we boost.

## Chap Says—

*We Alone Can't Say Enough  
Good Things About This  
Grand Sport of Ours  
—So Let's All  
Boost!*



Looking down on the forecastle from the foremast spreader

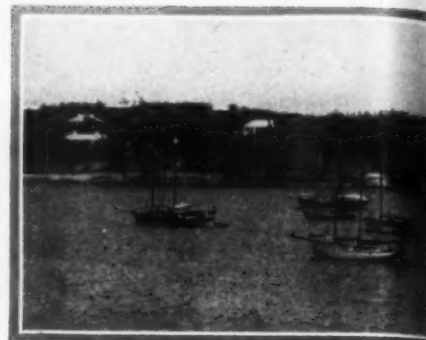


H. M. S. Calcutta, lying in Grassy Bay, dips in answer to Seafarer's salute

Teddy Gosling, of Bermuda, comes alongside in a Cruisette and hands something to Rigg. Question: What was it?



The Story of the Schooner Seafarer's Almost Successful Flight to the Finish Line, with Only a Word or Two of Controversial Opinion.



Part of the racing fleet in Hamilton

## Not-Quite-Winning

By Alfred

Photographs by J. Linton

ON June 12, a huge company of writers, naval architects, yacht brokers, lawyers, and other Ulysses who understand the relative importance of business and pleasure, set sail from New London for Bermuda. Eight days later, as the unsanctioned yawl Chaos wandered into Hamilton Harbor, all of them foregathered at the convivial banquet of the Royal Bermuda Yacht Club, leaving at anchor the largest contingent of American yachts that had ever battled their way across the surly Gulf Stream. Between those days the most successful ocean race was consummated, with twenty-two starters and twenty-three finishers; and epics might be written of the event.

But this is only the story of how the 63-foot schooner Seafarer almost won the race. Others may tell you how R. N. Bavier's yawl Memory beat across the line two hours and twenty-eight minutes ahead of Seafarer, and of how John Alden's little Schooner Malabar IV came first in her class forty-five minutes behind Seafarer. It goes without saying that for months to come the

yachting press

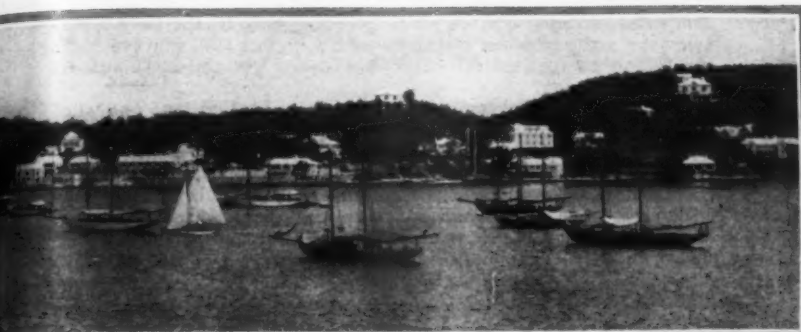
The mark boat off S. David Head

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Harbor. The local sloop *Diamond Back* is seen passing astern of *Seafarer*

## the Race to Bermuda

F. Loomis

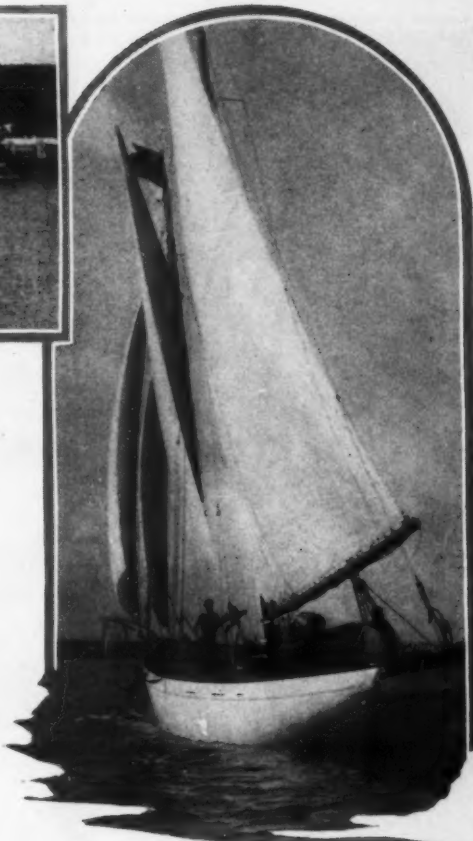
Rigg and the Author

will analyze the racing difficulties, the navigational problems, and the essentials of the blue water cruisers—but here, as I say, we have only the not-quite-successful sea voyage of *Seafarer*.

It is advisable at the start to make the acquaintance of the crew. First and foremost we have Judge Samuel B. Coffin, of Hudson, N. Y., the owner. He is a young man in the late fifties, with humorous lines about his mouth and eyes. He comes, if he may be believed, of a distinguished line of racing and utilitarian grandmothers who died various and hideous deaths on and under the high seas. No matter what the exigencies of the voyage, or the exaggerations of the yarns spun in the heaving cockpit, the Judge recalled to mind a grandmother who had endured twice-difficult experiences and performed thrice-remarkable feats of heroism. Without the gracious hospitality of the Judge, his indomitable good humor, and the redoubtable exploits of his fabled female ancestors the race to Bermuda would have its dull, not to say soggy, moments.

Next in the watch order comes J. Linton Rigg, the yacht broker. Ashore he tells you candidly why this or that yacht or motor boat is most eminently suited to your purse and inclinations. Afloat he stumbles on deck, pipe in one corner of his mouth, and, noting that the gale is blowing only forty-five miles an hour and that the seas are breaking aboard only as far aft as the cabin hatch, cries: "Crack on the jib, crack on the fisherman, crack on the balloonier. Carry sail, carry more sail! When the Lord wants us to shorten sail, he'll blow it away. Dammit! Is this a race or a recession?"

Competitive yachts six miles to windward



*Gulf Stream* study of the Cook, dreaming "Death, where is thy sting?"

*Seafarer* entering Bermuda, the British ensign at her fore



The crew. Left to right: Rigg, Bradley, Judge Coffin, Doane and Steele





*Looking aft from the bowsprit, with Judge Coffin seeking repose in the eyes of the boat*

heard Rigg's voice and knew they had no chance of winning.

And here is Donald Steele, who was an ensign in the Navy, and like the rest of Seafarer's crew, has had a quantity of small boat sailing. When he grasps a halliard something happens. Either the sail goes up or the halliard parts, for Steele puts back of his 225 pounds of bone and flesh a determination that will not be denied. Off watch he holds the record for long distance, rough and tumble sleeping, but he is among the first to answer the strident call of "All hands on deck."

Fred Bradley, photographer by profession, steers a course of deadly accuracy. His glance takes you in with clear directness, but despite the regularity of his vision, can watch the lubberline with one eye while observing the trim of the sails with the other. He has been an amateur racing skipper on Long Island Sound for years, and knows the fine points of sailing. Unlike Steele, he cannot sleep off watch, and at any hour of the day or night you will find him cooking in the galley, picking up broken dishes from the china closet, swabbing up with what he calls a *mop*, (this was his first deepsea experience), or beseeching his shipmates to make Seafarer look more like a home. Bradley averaged two hours of sleep a day, stood watches for twelve, and turned his hand to something for the remaining ten.

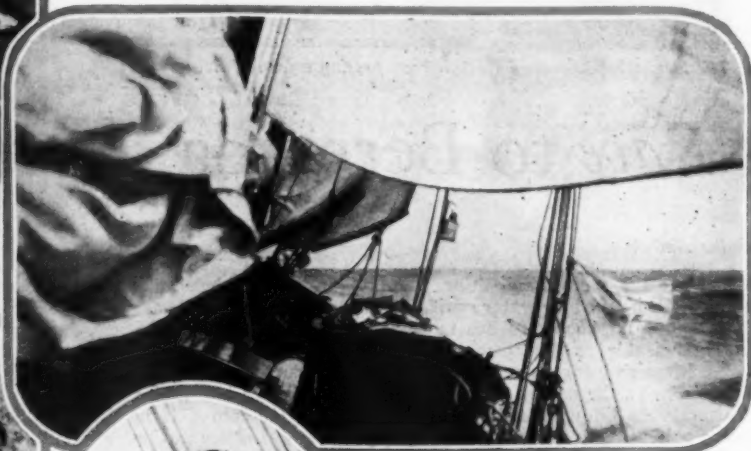
Of paid hands there were two, particularly Captain Stanley Doane, a Nova Scotian who has served his time on square riggers, knows the sea rather too intimately, and who served as an excellent check on the unbridled exuberance of the

amateurs. Without him we should probably have let the Lord carry away the mainsail when we most needed it; but with him we used the canvas to its greatest effectiveness, and got the most out of Seafarer.

Cook Freeland Nickerson is another Nova Scotian, and one who has cooked on fishing vessels for twenty-three years. He got his job on Seafarer in a curious way.

Last winter, Captain Doane, needing a cook, happened to see Nickerson come on deck of a fishing schooner that lay uneasily to dock in a Nova Scotia harbor. All the sailors were below, but Nickerson, seeing that the schooner was chafing and bumping, dried his wet hands on his chef's apron

*(Continued on page 96)*



*Heavy weather in the Stream—Seafarer with furled main, flying her storm trisail*



*Steele and Bradley man the bilge pump*



*"Crack on the ballooner," says Rigg, as he and Loomis furl the jib*

# Alice W. Sails Away

New 75-Foot Cruising Yacht Completed by the Consolidated Shipbuilding Corporation Takes Its Place Among the Leading Yachts of the New Season

The new cruiser Alice W. just completed by the Consolidated Shipbuilding Corporation



Grove E. Warner, owner of the new cruiser, Alice W. standing at her bow

**S**IMILAR in many ways to the cruiser Atlantan, built for James H. Nunnally last year, the new cruiser Alice W. just completed for Grove E. Warner has left the yard of her builders, the Consolidated Shipbuilding Corporation, and has entered upon a life of usefulness. With the exception of some minor details, the similarity between these two boats is sufficiently pronounced so that they might be termed sister-ships. Alice W. is pleasing in her outboard profile and is sufficiently fast for all requirements. Her speed is a good 16 m.p.h. and this is produced by means of two MR Speedway engines of 180 h.p. each, which they deliver at 1300 revolutions.

Entering the boat at the bridge, one's first impression is roominess and comfort. The bridge deck is unusually large, accommodating several easy wicker chairs, and an athwartship seat aft. The helmsman's position is forward where steering wheel, compass, chart table, etc., are located. Entrance on main deck at the bridge, starboard side, leads down to the dining saloon. There is hominess here which one would expect in a boat of this type, prettily arranged with dining table and chairs in the center, and buffet aft. On either side forward there is a folding Pullman berth. These do not detract from the room, and lend sleeping accommodations for two extra guests. On top of the raised deck section forward, on the port and starboard sides, glass lockers with leaded glass doors are attractive touches of finish. From the dining saloon forward one steps down into a completely equipped galley, forward of which the crew's quarters are arranged.

The owner's quarters are aft, entered by sliding hatch from the cockpit, or companionway forward from main deck. The lounge is aft, with extension seat berths on either side. In this compartment the radio equipment is located. Two single staterooms, toilet room and shower bath complete the suite. The upholstery, decorations and hangings, both in the after quarters and dining saloon were fashioned after the personal wishes of the owner.

About amidships under a trunk cabin, the engines are arranged, two six cylinder  $5\frac{3}{4}$  by 7-inch stroke model M Speedway engine, developing a total horse-power of 360. A 5 k.w. Winton generating set supplies the electrical current for light and electrical appliances on the boat. The total fuel capacity is 1,000 gallons, water 300 and oil 60. A 14-foot Speedway yacht tender and a 12-foot tender are carried in davits on top of the trunk cabin.



Illustrated by  
L. A. Shafer

# Salvage!

by Peter B. Kyne

In Two Parts

A WEEK had elapsed and nothing of an eventful nature had transpired to disturb the routine of life aboard the Maggie, until Bartholomew McGuffey, having heard certain waterfront whispers, considered it the part of prudence to lay his information before Scraggs and Mr. Gibney.

"Look here, Scraggs," he began briskly. "It's all fine an' dandy to promise me a new boiler, but when do I git it?"

"Why, jes' as soon as we can get this glut o' freight behind us, Bart, my boy. The way it's pilin' up on us now, what with this bein' the height o' the busy season an' all,

it stands to reason we got to wait a while for dull times before layin' the Maggie up."

"What's the matter with orderin' the new boiler now so's to have it ready to chuck into her over the week-end," McGuffey suggested. "There needn't be no great delay."

"As owner o' the Maggie," Scraggs reminded him with just a touch of asperity, "you've got to leave these details to me. You've managed with the old boiler this long, so it 'pears to me you might be patient an' bear with it a mite longer, Bart."

"Oh, I ain't tryin' to be disagreeable, Scraggs, only it sort o' worries me to have to go along without bein' able to





*The artful Scraggs, pretending to be overcome by his potations and very ill into the bargain, begged to be delivered back aboard the Maggie*

use our whistle. We got a reputation for joggin' right along, mindin' our business an' never repyin' to them vessels that whistle us they're goin' to pass to port or starboard, as the case may be. Of course when they whistle, we know what they're goin' to do, but the trouble is they don't know what we're goin' to do. Dan Hicks an' Jack Flaherty's been makin' a quiet brag that one o' these days or nights they'll take advantage o' this well-known peculiarity of ours to collide with the Maggie an' sink us, and in that case we wouldn't have no defense an' no come-back in a court of law. Me, I don't feel like drownin' in that engine room or gettin' cut in half by the bow o' the Bodega or the Aphrodite. Consequently, you'd better ship that new boiler

you promised me an' save funeral expenses. We just naturally got to commence whistlin', Scraggsy."

"We'll commence it when business slacks up," Scraggs decided with finality.

Mr. Gibney who, up to this moment, had said nothing, now fixed Captain Scraggs with a piercing glance and threatened him with an index finger across the cabin table. "We don't have to wait for the slack season to have that there compass adjusted an' paint the topsides o' the Maggie," he reminded Scraggs. "As for her upper works, I'll paint them myself on Sundays, if you'll dig up the paint. How about that program?"

"We'll do it all at once when we lay up to install the

boiler," Scraggs protested. He glanced at his watch. "Sufferin' sailor!" he cried in simulated distress. "Here it's one o'clock an' I ain't collected a dollar o' the freight money from the last voyage. I must beat it."

When Captain Scraggs had "beaten it," Gibney and McGuffey exchanged expressive glances. "He's runnin' out on us," McGuffey complained.

"Even so, Bart, even so. Therefore, the thing for us to do is to run out on him. In other words, we'll work a month, save our money, an' then, without a word o' complaint or argyment, we'll walk out."

"Oh, I ain't exactly broke, Gib. I got eighty-five dollars."

"Then," quoth Gibney decisively, "we'll go on strike to-night. Scraggs'll be stuck in port a week before he can get another engineer an' another navigatin' officer, me an' you bein' the only two natural-born fools in San Francisco an' ports adjacent, an' before three days have passed he'll be huntin' us up to compromise."

"I don't want no compromise. What I want is a new boiler."

"You'll git it. We'll make him order the paint an' the boiler an' pay for both in advance before we'll agree to go back to work."

The engineer nodded his approval and after sealing their pact with a hearty handshake, they turned to and commenced discharging the Maggie. When Captain Scraggs returned to the little steamer shortly after five o'clock, to his great amazement, he discovered Mr. Gibney and McGuffey dressed in their other suits—including celluloid collars and cuffs.

"The cargo's out, Scraggsy, my son, the decks has been washed down an' everything in my department is shipshape." Thus Mr. Gibney.

"Likewise in mine," McGuffey added.

"Consequently," Mr. Gibney concluded, "we're quittin' the Maggie an' if it's all the same to you we'll have our time."

"My dear Gib. Why, whatever's come over you two boys?"

"Stow your chatter, Scraggs. Shell out the cash. The only explanation we'll make is that a burned child dreads the fire. You've fooled us once in the matter o' that new boiler an' the paintin', an' we're not goin' to give you a second chance. Come through—or take the consequences. We'll sail no more with a liar an' a fraud."

"Them's hard words, Mr. Gibney."

"The truth is allers bitter," McGuffey opined.

Captain Scraggs paused to consider the serious predicament which confronted him. It was Saturday night. He knew Mr. McGuffey to be the possessor of more money than usual and if he could assure himself that this reserve should be dissipated before Monday morning he was aware, from experience, that the strike would be broken by Tuesday at the latest. And he could afford that delay. He resolved, therefore, on diplomacy.

"Well, I'm sorry," he answered with every appearance of contrition. "You fellers got me in the nine-hole an' I can't help myself. At the same time, I appreciate fully your p'int of view, while realizin' that I can't convince you o' mine. So we won't have no hard feelin's at partin', boys, an' to show you I'm a sport I'll treat to a French dinner an' a motion picture show afterward. Further, I shall regard a refusal of said invite as a pers'nal affront."

"By golly, you're gittin' sporty in your old age," the engineer declared. "I'll go you, Scraggs. How about you, Gib?"

"I accept with thanks, Scraggsy, old tarpot. Personally, I maintain that seamen should leave their troubles aboard ship."

"That's the sperrit I appreciate, boys. Come to the cabin an' I'll pay you off. Then wait a coupler minutes

till I shift into my glad rags an' away we'll go, like Paddy Ford's goat—on our own hook."

"Old Scraggsy's as cunnin' as a pet fox, ain't he?" the new navigating officer whispered, as Scraggs departed for his stateroom to change into his other suit. "He's goin' to blow himself on us to-night, thinkin' to soften our hard resolution. We'll fool him. Take all he gives us, but stand pat, Bart."

Bart nodded. His was one of those sturdy natures that could always be depended upon to play the game, win, lose, or draw.

As a preliminary move, Captain Scraggs declared in favor of a couple of cocktails to whet their appetites for the French dinner, and accordingly the trio repaired to an adjacent saloon and tucked three each under their belts—all at Captain Scraggs's expense. When he proposed a fourth, Mr. Gibney's perfect sportsmanship caused him to protest, and reluctantly Captain Scraggs permitted Gibney to buy. Scraggs decided to have a cigar, however, instead of another Martini. The ethics of the situation then indicated that McGuffey should "set 'em up," which he did over Captain Scraggs's protest—and again the wary Scraggs called for a cigar, alleging as an excuse for his weakness that for years three cocktails before dinner had been his absolute limit. A fourth cocktail on an empty stomach, he declared, would kill the evening for him.

The fourth cocktail having been disposed of, the bar-keeper, sensing further profit did he but play his part

judiciously, insisted that his customers have a drink on the house. Captain Scraggs immediately protested that their party was degenerating into an endurance contest—and called for another cigar. He now had three cigars, so he gave one each to his victims and forcibly dragged them away from the bar and up to a Pine Street French restaurant, the proprietor of which was an Italian. Captain Scraggs was for walking the six blocks to this restaurant, but Mr. McGuffey had acquired, on six cocktails, what is colloquially described as "a start," and insisted upon chartering a taxicab.

But why descend to sordid and vulgar details? Suffice that when the artful Scraggs,

pretending to be overcome by his potations and very ill into the bargain, begged to be delivered back aboard the Maggie, Messrs. McGuffey and Gibney loaded him into a taxicab and sent him there, while they continued their search for excitement. Where and how they found it requires no elucidation here; it is sufficient to state that it was expensive, for when men of the Gibney and McGuffey type have once gotten a fair start naught but financial dissolution can stop them.

On Monday morning, Messrs. Gibney and McGuffey awoke in Scab Johnny's boarding house. Mr. Gibney awoke first, by reason of the fact that his stomach hammered at the door of his soul and bade him be up and doing. While his head ached slightly from the fiery usquebaugh of the Bowhead saloon, he craved a return to a solid diet, so for several minutes he lay supine, conjuring in his agile brain ways and means of supplying this need in the absence of ready cash. "I'll have to hock my sextant," was the conclusion at which he presently arrived. Then he commenced to heave and surge until presently he found himself clear of the blankets and seated in his underclothes on the side of the bed. Here, he indulged in a series of scratchings and yawnings, after which he disposed at a gulp of most of the water designed for his matutinal ablutions. Ten minutes later he took his sextant under his arm and departed for a pawnshop in lower Market Street. From the pawnshop he returned to Scab Johnny's with eight dollars in his pocket, routed out the contrite McGuffey, and carried the latter off to ham and eggs.

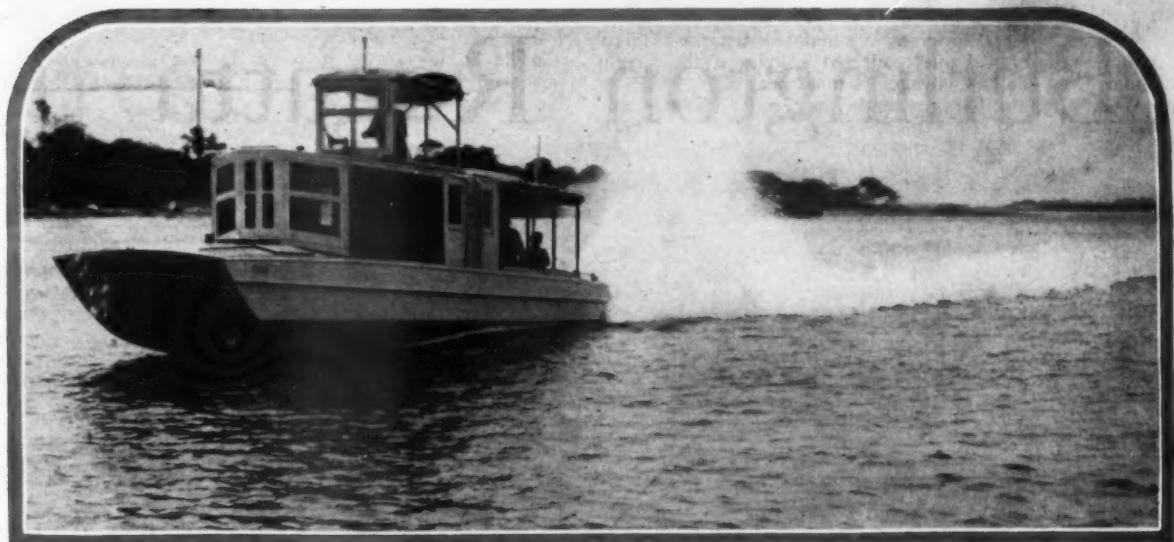
They felt better after

(Continued on page 58)

#### MoToR BoatinG's Biggest Issue

*We have always known that the motor boatmen of the country appreciate the best sea stories that it is possible to present to them, but we never did even dream that the response to our Peter B. Kyne articles would be so enthusiastic. From almost everywhere, words of praise have come. The popularity of a policy of having in MoToR BoatinG each month the best sea story of the moment has also been reflected in a greater demand for copies of MoToR BoatinG. Our circulation has now passed the 25,000 mark. The advance orders for copies of this issue amounted to twenty-five thousand three hundred.*

*But you've hardly had a taste yet. There are much greater things in store for you. Salvage, Mr. Kyne's story in this issue, is a knock-out! Don't fail to read it.—Editor.*



*The new passenger carrying Sea Sled Paz for the Magdalena River, Colombia, S. A.*

## Passenger Sea Sled Proves Value

*Splendid Performance of Fast Commercial Sleds in Colombia, S. A.,  
Results in Duplication of Equipment to Meet Need of More Service*

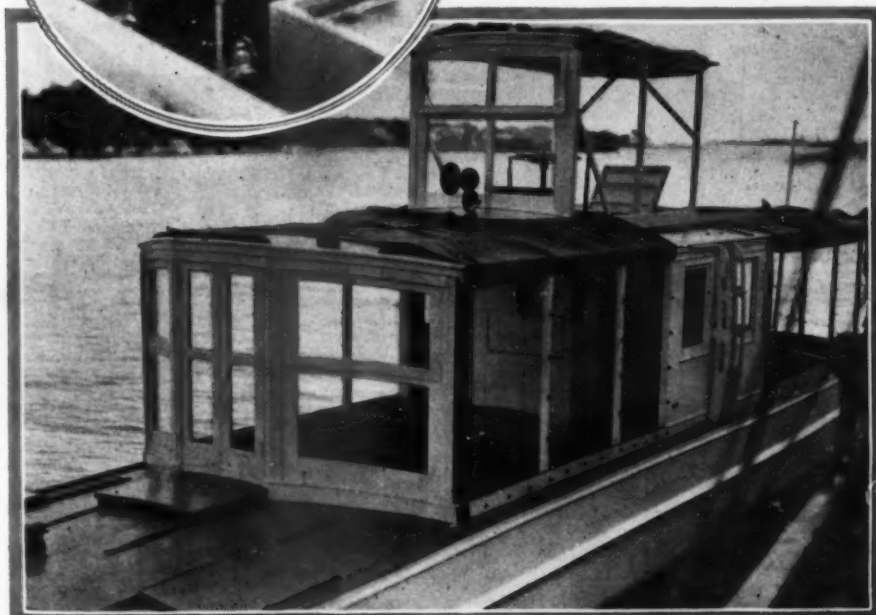


**I**N MOTOR BOATING for November, 1922, a full description was published of the passenger-carrying Sea Sled Luz, built by The Sea Sled Company, Ltd., for the Transportes Rapidos Fluviales, S. A. Luz embodied a number of recent developments in Sea Sled design, and on her trials showed she was capable of carrying great weights at speeds around 30 m. p. h. with very moderate power. Luz's power plant consisted of four Dolphin model Sterling engines, driving four independent surface propellers.

Toward the end of last year she was put into service on the Magdalena, and, though only this one boat was used in the experiment, she has proven that the Sea Sled type is perfectly fitted for this sort of work; the service is difficult, the river being shoal with swift current at places and the water carrying a good deal of silt. The general performance of the boat, however, though working

alone has been so satisfactory that the Company have now purchased the second craft of this general type from The Sea Sled Company, Ltd.

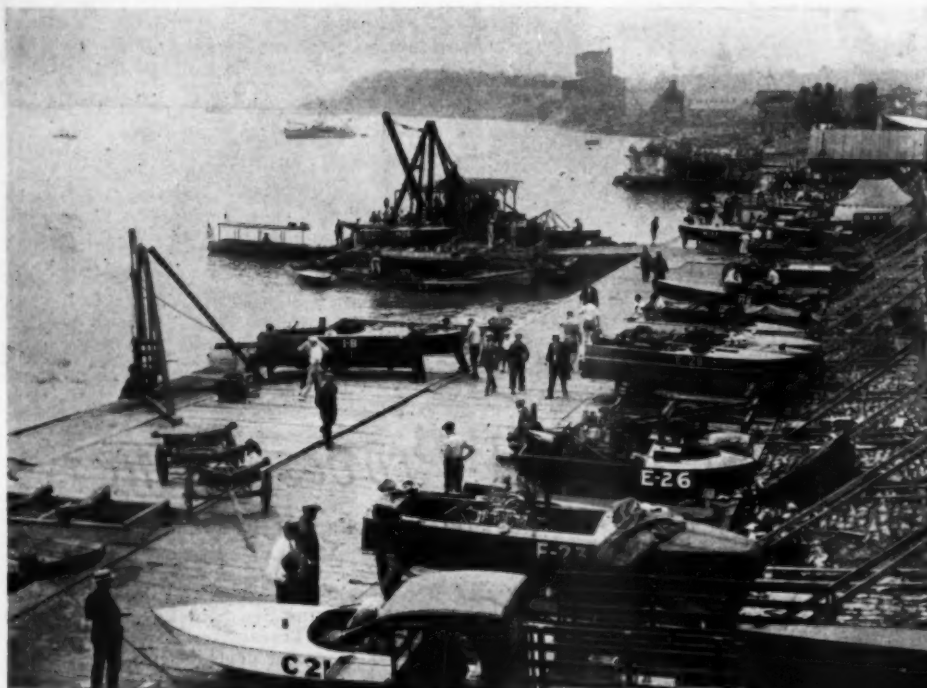
Luz was a 47 by 12-foot boat to carry twenty passengers and baggage and a large fuel supply. The new craft is of smaller dimensions to carry twelve passengers with their baggage; the guaranteed speed being the same, 30 m. p. h. The general arrangement of passenger accommodation is much the same as that in the first boat, it having been found quite satisfactory. The forward cockpit is protected by a standing top, windshield and side curtains, and the passengers are seated in movable wicker chairs. The pilot house is above the upper deck and accessible from the engine room through a hatch.



*View showing protection of passenger compartment—Above the two Sterling Dolphin engines*



# Burlington Regatta the



*A busy scene on the bank just below the club, here the boats were looked after between races*

**B**OATS and Burlington—Burlington and boats! Henceforward and forevermore will the two be as inevitably and as pleasantly connected in the thoughts of the boat man and fan as the Fourth of July and fireworks in the mind of the small boy.

To some perhaps Burlington will remain merely a city by the river's brim and nothing more, but to the thousands who attended the Mississippi Valley Power Boat Association regatta there July 2-3-4 will be remembered as the scene of the biggest and best regatta (No P. T. Barnum stuff there either but real facts) since somebody stuck a wheel in a tub and dubbed it a motorboat; as the home of the most hospitable and eager to please people possible; as a city that serves a regatta with all the trimmings, in the way of decorations and celebrations; and finally as a



*Meteor VI, owned by Walter B. Wilde of Peoria, the winner in the 725 class, who established a new record of 55.38 m.p.h.*

*Buddy II, one of the little fellows in the 104 inch class, speed of 29.03 m.p.h.*



place where they have their weather man so well trained that he gives them what they want when they want it—in this case three days of nearly perfect weather. Burlington and especially her regatta committee with F. W. Schramm as general chairman

# eBiggest Ever

By Verra Thomas Griffith

*Three Days of Fine Weather With  
Three Days of Fine Racing Combine  
to Make the Meet of the Mississippi  
Valley Power Boat Association One  
Which Will Be Long Remembered*

Valley regulations prevailed at the meet, including of course racing according to classification based on piston displacement, a system originated by the M. V. P. B. A. and which is rapidly being adopted everywhere as the solution of suc-

*King Tut, owned by C. E. Padgett of Quincy, the star performer in the 510 class*

and Dr. J. W. Dixon as race chairman deserve to be congratulated, and congratulated she was both loud and long.

Let those who doubt—if such there be—that the sport of boating and boat racing is not coming into its own again contrast for a moment this really



*P. D. Q. VI, owned by Dr. A.C. Strong, Evanston, Ill., which took second place in the 320 class*

*Birdseye view of the 640 class taken from the bridge, shortly after starting in a ten mile race*

*Miss Quincy VI, owned by C. E. Padgett, one of the star performers in the 320 class*

*Peggy II, owned by Fred W. Schram of Milwaukee, who competed in the 610 class*



gigantic affair with its entry list of half a hundred boats to the last Burlington regatta of but three years back with its entry list of a mere half-dozen speedsters. If interest in boating continues increasing proportionately soon only large cities will be able to handle regattas and races will have to be held in relays in a sort of continued-in-our-next fashion.

cessful motorboat racing; the awarding of cash prizes for first, second and third places in each heat; the conferring of championships by the point system; and running the 2½-mile oval course clockwise, a new departure for this country, first tried out at this meet, and which from the viewpoint of the spectators accustomed to the old left-hand turn made the races appear to be run backward, but from the standpoint of the racing men themselves worked out so successfully that later in their convention they ruled that right-hand turns be a permanent custom at Valley affairs. The marking of the boats according to a letter and number system worked out jointly by the Valley Association and the American Power Boat Association again proved of real value, spectators being able to distinguish all boats easily.

Former speed records were shattered with an ease and a frequency that was astounding. Seven—lucky seven—new world records were hung up and three association records bettered. These new world records are:

Meteor VI, 725 class: One mile straightaway, 59.5 m.p.h.; 10 miles in competition, 55.38 m.p.h.

King Tut, 510 class: One mile straightaway, 41.6 m.p.h.; 10 miles in competition, 40.90 m.p.h.

Miss Quincy, 151 class: Five miles in competition, 36 m.p.h.

Buddy, 104 class: One mile straightaway, 28.7 m.p.h.; 2½ miles in competition, 29.03 m.p.h.

The new association records are:

Fore—free-for-all, hydroplane: Fifteen miles in competition, 61.64 m.p.h.

Miss Wayzata—runabout: One mile straightaway, 48.44 m.p.h.; 5 miles in competition, 43.90 m.p.h.

The Webb trophy remains in the North and in Chicago. That was decided when Fore, owned by W. D. Foreman of Chicago and driven by Elmer Richards won both heats of the hydroplane free-for-all over Miss Dubonnet owned by Chas. Ferran and Wm. Gallagher of New Orleans and driven by the former. Commodore Sheldon Clark of Chicago, who won this event for the past two years, did not defend his possession of the trophy. The average speed of Fore in the first heat was 61.64 m.p.h. and her fastest lap 63.56 m.p.h. The southern craft made a gallant race finishing but 36 seconds behind Fore in the first heat. In the fourth lap of the second heat she developed engine trouble taking the kick out of the race which had been a real thriller. Miss Wayzata, a runabout owned and driven by J. T. Ramaley of Wayzata, Minn., took third place and Janet Virginia, a runabout also, and driven by her owner, Walter Plummer of Maywood, Ill., fourth. Miss Liberty, Louis Piper, Minneapolis, Lady Van Dyke, J. Edwin Walmsley, Evansville, Ind., and Lady Racine, Martin Draeger, Racine, Wis., although present as contenders for this event, failed to score.

Championships in other classes were won as follows: 104, 2½ miles—Buddy, Phil Becker, Peoria, Ill. 151, 5 miles—Miss Quincy, C. E. Padgett, Quincy, Ill. 215, 5 miles—P. D. Q. VI, Dr. A. C. Strong, Evanston, Ill. 320, 5 miles—Ethel XI, C. P. Hanley, Muscatine, Ia. 510, 10 miles—King Tut, C. E. Padgett, Quincy, Ill. 610, 10 miles—Black Diamond, Barrick and Weber, Peoria, Ill. 725, 10 miles—Meteor VI, Walter B. Wilde, Peoria, Ill. 1100, 10 miles—Peggy, Fred Schram, Milwaukee, Wis. Free for all runabout, 5 miles—Miss Wayzata, J. T. Ramaley, Wayzata, Minn.

There is a story and maybe a moral in each and every race but to tell them all would fill a book. The boat fan can read those stories between the lines of the summary which is given in detail on page 102 and make his own deductions. But there are some interesting facts and happenings that really demand mention. Among them is the one really serious accident—the sudden swamping and sink-

ing of Miss Terre Haute, F. R. Casebeer, on the first day of the regatta in the first heat of the 1100 class. A roller from a river steamer which passed along the course caught her and swamped her in the twinkling of an eye just before she passed under the upper bridge. The crew, now eligible to the Hell divers, that noble band of boat men who have plumbed the watery depths, escaped with no worse than a wetting, but the boat although raised the following day was out of the running. It would seem Tough Luck tags Miss Terre Haute for she was sunk to prevent destruction by fire as she lay in the canal at New Orleans. Other smaller accidents included the dropping of Docs from a derrick the day before the regatta injuring her considerably; and the near sinking of Firefly owned by Geo. Taylor of St. Paul, Minn., which in the first heat of the 510 ran ashore to escape going down; and a series of the usual damages which seem inevitable in power boating racing and which affected Baby Bauer Ford, Baby Van Dyke, Miss Kiwanis, Meteor VII, and Mismet and Bobby, the last two being southern entries. Speculation was rife concerning the possibilities of Firefly as she ran the last three of her four laps at the rate of 45 miles per hour, the winner's average for the heat being 40.90. Her failure to start with the field probably cost her the heat.

No longer can Mrs. Ethel Hanley of Muscatine, Iowa, lay claim to being the only woman driver of the Valley, for the Burlington event introduced two new feminine aspirants for fame as drivers of speed boats. They were Mrs. Bertha McFarlan of Cincinnati, Ohio, and Mrs.

Blanche Lemm of Burlington. Mrs. McFarlan is the wife of Randall McFarlan, owner of Frazzle V, a 215 class boat, of which she and her husband are the crew. This was their first participation in a Valley meet although they have driven their boat in events on the Ohio river. After the regatta they played Frazzle was a cruiser as well as a race boat and journeyed home to Cincinnati in her.

The Lemm boat, Miss Biddy Pudd, is also a new comer to the M. V. P. B. A. or in fact to racing at all, and under Mrs. Lemm's skillful

guidance made a very creditable showing, winning third place in the 510 event. Mrs. Lemm explained to the many, curious to know the origin of the odd name of her boat, that it was named for her two dogs. Mrs. Lemm also drove Miss Peoria, owned by Dr. R. H. Daniels of Peoria, in several heats and didn't seem a bit the worse for this strenuous double duty. Mrs. Hanley was not able to attend the regatta on account of her Chataqua work and Ethel XI was driven by her husband, Chas. P. Hanley. With the number of women drivers increasing perhaps at some regatta in the near future there will be a Feminine Free-for-all, or a Husband-and-Wife Handicap, and odds will be laid according to preferences as to blondes or brunettes.

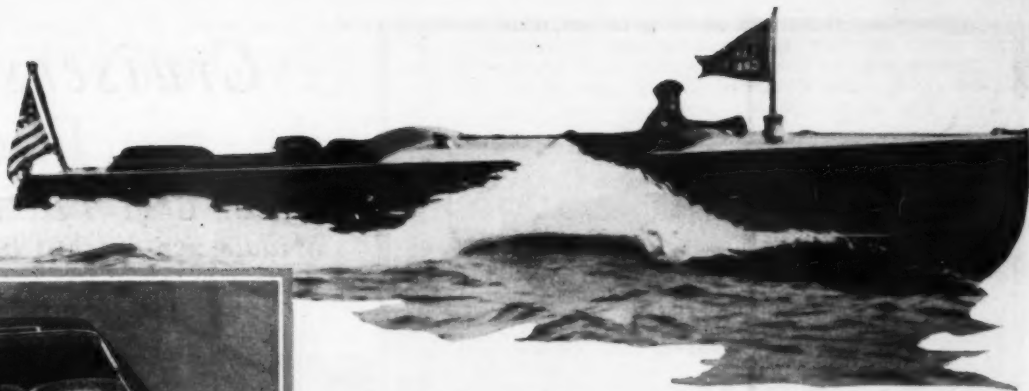
No race at the regatta was of greater interest than that of the 151 class when the ancient friendly enemies Margaret III, Miss Quincy and Miss Peoria met once again as they had so oft before. The pendulum of favor swung again, and little Margaret so long the champion of her class went down to second place, while Miss Quincy came up to first and the championship. Miss Quincy was built, owned and driven by C. E. Padgett of Quincy, Ill., whose second entry at the regatta King Tut also proved a winner. So Padge as he is popularly known, who by the way in recognition of his fine spirit of sportsmanship was awarded an engine donated by F. G. Ericson at the Pagent of Progress regatta at Chicago last season, had a bit of good luck to compensate for his ill luck of two weeks previous when he had broken his arm when King Tut upset on a trial spin. Another driver with his arm in splints at the regatta was Dr. A. C. Strong whose P. D. Q. VI won first place in the 215 and second in the 320 classes. Walter B. Wilde, former president of the association, smiled (Continued on page 120)

### Burlington Regatta Winners

Class	Boat	Owner	Speed
104	Buddy II	P. Becker, Jr.	29.03
151	Miss Quincy	C. E. Padgett	36.00
215	P. D. Q. VI	A. C. Strong	33.96
320	Ethel XI	C. P. Hanley	39.13
510	King Tut	C. E. Padgett	40.90
610	Black Diamond	Barrick & Weber	43.90
725	Meteor VI	W. B. Wilde	55.38
1100	Peggy	Fred Schram	43.05
Webb Jay	Fore	W. D. Foreman	61.64
Free for All	Miss Wayzata	J. T. Ramaley	43.90

Class designations refer to the maximum piston displacement of power plants permitted in boats competing in the several classes.





## A Quality Combination

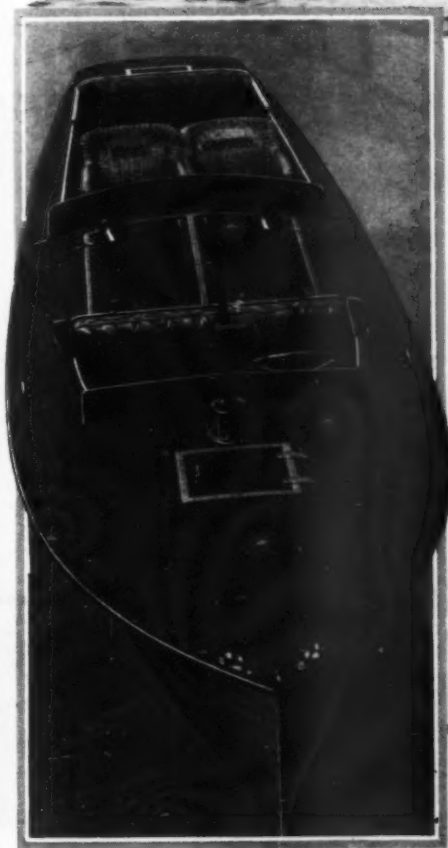
*Elaborate Plans for Distributing and Servicing Motor Boats Being Worked Out By Leading Boat and Engine Builders*

**P**RODUCTION, distribution and servicing of motor boats on the same basis as that for automobiles is expected to follow an arrangement just entered into between the Packard Motor Car Company and the Great Lakes Boat Building Corporation.

Purchasing and servicing of automobiles have been made so easy that nearly any person who has a job that pays him just a little more than necessary for existence can own a car. The acquisition of a motor boat and upkeep, however, represents such a problem now, that compared with the great mass of people who ought to be enjoying the rivers and lakes of the country those who own and operate boats are a mere handful.

This is the belief of the officers of the Packard Motor Car Company and the Great Lakes Boat Building Corporation. They have taken the first steps to change the situation. They have announced that a comprehensive plan has been adopted for scientific production, distribution and servicing of a new power boat which is designed to be for water travel what Packard cars are to the highway.

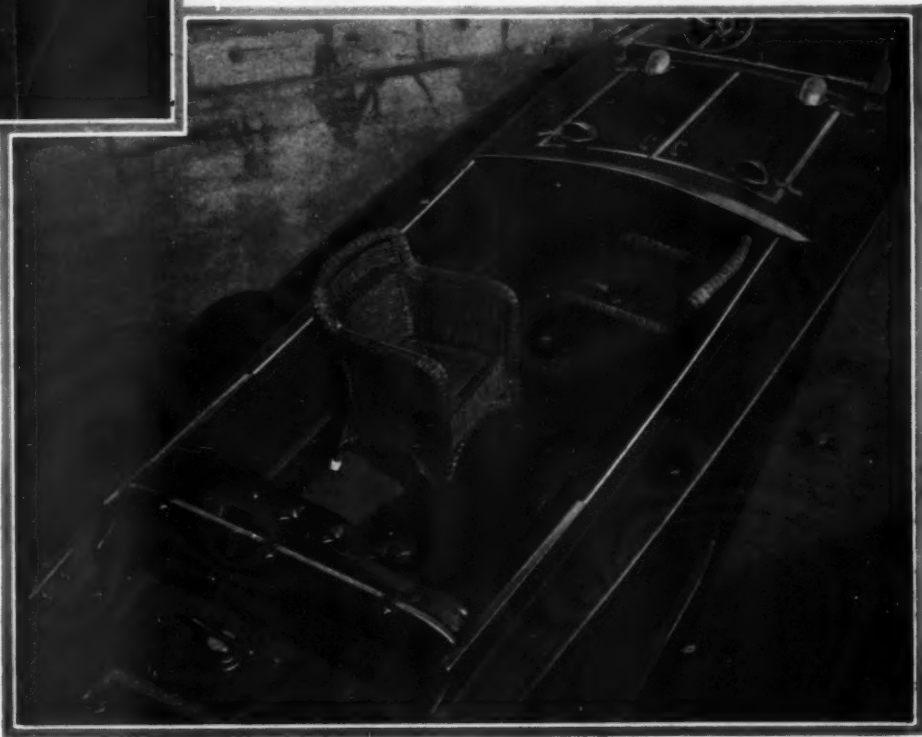
The Packard Company will furnish (Continued on page 57)



The 26-foot mahogany runabout just completed by the Great Lakes Boat Building Corporation and which is capable of a speed of about 20 miles

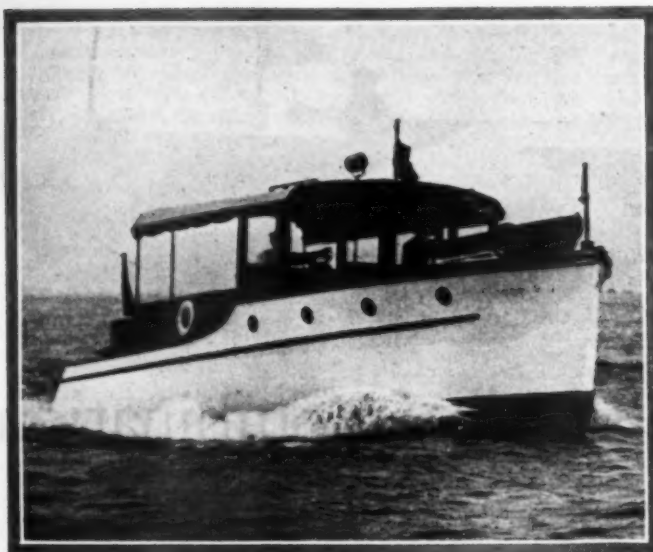
A choice of arrangement plans is offered in these boats, one provides cockpits forward and aft and the other a single cockpit in the stern, both seating seven

The standardized six cylinder Packard marine motor will be fitted to these boats and the extensive service facilities of the Packard Company will insure effective service at all times



# Cruisers and Provide

*Fifteen Craft Take Part in the Middletown Yacht Club, Harpoon Jolly Beggar the Single Engine*



*Harpoon, winner of the Express Cruiser Championship Trophy. This boat is owned by Commodore M. S. Cornell, Jr., of the Middletown Yacht Club*

**N**UEVA and Jolly Beggar are the new champions of Long Island Sound, Harpoon the champion express cruiser of 1922, retains the title for another year in the class open to craft powered with engines of American design, and construction. These titles were decided in the recent races of the Middletown Yacht Club under the rules and sanction of the American Power Boat Association.

*At the right will be seen the crew of Jolly Beggar. The owner, Carlton H. Palmer of New York is the second from the left. Below is a view of Jolly Beggar, slipping along at the rate of nearly thirty miles an hour. This boat won the single engine, Free for All Express Cruiser Championship as well as the Express Cruiser Championship of Long Island Sound, and the Express Cruiser Championship of the Connecticut River. Her power is a 6-cylinder Wood-Fiat marine engine, developing approximately 300 h.p.*



The Middletown Yacht Club under the leadership of Commodore M. S. Cornell, Jr., always has had the reputation of doing things in a whole-hearted way and this year's race was no exception. Sixteen cruisers and express cruisers started—which in itself is a record for this season. All the boats were of a wholesome type and 100% went through to the finish line without serious motor trouble.

The cruisers were divided into two classes: a length of 30 feet being the dividing point. Five finished in the smaller division and seven in the larger. Four express cruisers started and made



# Express Cruisers Great Sport

*Annual Race and Cruise of the Wins Express Cruiser Trophy and Express Cruiser Championship*

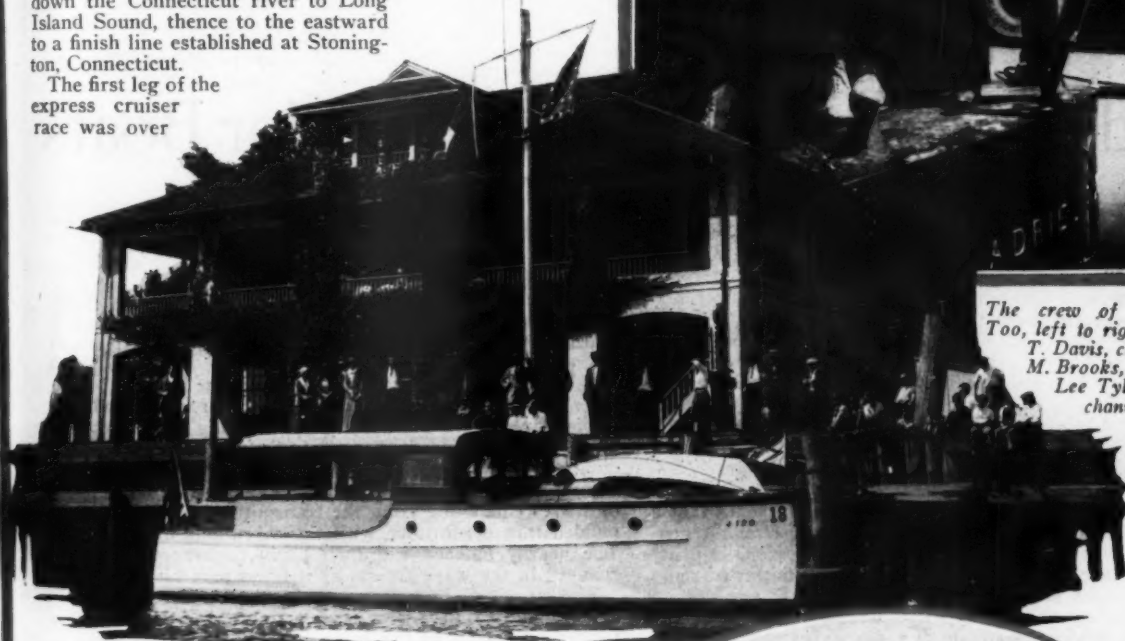
an interesting race over every foot of the journey.

The cruisers raced fifty nautical miles, from the home of the Middletown Yacht Club at Middletown, Connecticut, which was the starting point, down the Connecticut river to Long Island Sound, thence to the eastward to a finish line established at Stonington, Connecticut.

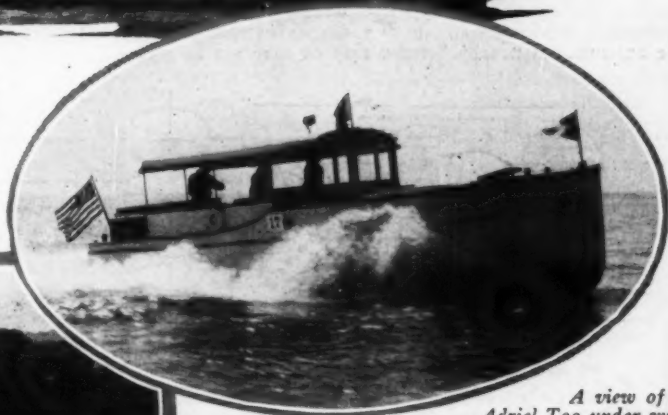
The first leg of the express cruiser race was over



*The crew of Adriel Too, left to right: F. T. Davis, cook; L. M. Brooks, owner; Lee Tyler, mechanic*



*A view of the Middletown Yacht Club which conducted the contests on the Connecticut River and Long Island Sound. Moored alongside is Lohara, owned by L. H. Racks of Milford, Conn. Lohara finished first in the first leg from Middletown to Stonington, but was beaten by both Harpoon and Adriel Too in the ocean run from Block Island*



*A view of Adriel Too under way*

the same course. Then these boats cruised to Block Island and on the following day raced from this island to the Sachem's Head Yacht Club, another fifty nautical miles. All boats were handicapped according to American Power Boat Association measurements and ratings. All fin-

*(Continued on page 80)*

*Start of the cruiser class down the Connecticut River*





*Practical Possibilities for Carrying on Communication Between Boats Underway and Yacht Club Stations Are Unlimited and Do Not Require Complex Installations Where the Distance to Be Spanned Is Moderate*



*The transmitter shown is capable of giving consistent and reliable communication over distances up to about forty miles*

## Radio Telephone Communication for Boats

*Newest Developments in Radio Permit of Easy Conversation Between Boats or Shore Stations*

By Paul F. Godley

**A**N immense amount of pleasure and satisfaction is to be derived from the operation or construction of a radio receiver. The operator's enthusiasm invariably carries him to the point where he begins to wonder why it is not possible to communicate between the various vessels of his fleet or with other vessels of like class. It will surprise him, no doubt, to learn how simply radio telephone communication over quite short distances may be accomplished. Neither is the covering of much larger distances difficult.

It was hinted in the first of this series of articles that a certain type of receiver known as the single circuit regenerative receiver is considered somewhat obnoxious in many circles because of its effectiveness as a transmitter of radio energy. In its natural form, and when it is adjusted to produce the electrical oscillations which radiate from the antenna, a continuous stream of radio waves emanate from the antenna. A nearby listener may or may not be aware

of the existence of this stream of waves. If they make themselves known to him at all, it will be in the form of a whistling noise in his receiver which will vary in pitch as he varies the adjustment of his receiver. But if a switch is opened and closed somewhere within the circuits of the transmitting receiver, then the stream of waves will be broken up, due to the opening and closing of the switch. Likewise if the microphone—the transmitter unit of an ordinary telephone—is placed somewhere in the circuit of the transmitting receiver, and if one speaks into it, the stream of waves emanating from the transmitting receiver will be molded into conformity with the vibrations of the voice. The nearby listener will then begin to hear these voice changes in the wave stream as it flows past him.

The circuit of Figure 1 is identical with one of the circuits suggested in a preceding article. This circuit was treated previously as one being suitable for use as a single circuit regenerative receiver.

The insertion of a microphone in the ground lead of a circuit of this character will enable one to speak by radio over distances up to a quarter of a mile or more. The maximum distance over which a device of this type is effective depends upon several factors, among which are the height of the antenna at the transmitter, the care with which adjustments have been made at the transmitter, the height of the antenna at the receiver, the sensitivity of the receiver, and the care with which adjustments are made at the receiver.

Using the same single circuit arrangement somewhat more effective results may be obtained, other things being equal, by placing the microphone in the circuit as shown in Figure 2. This figure

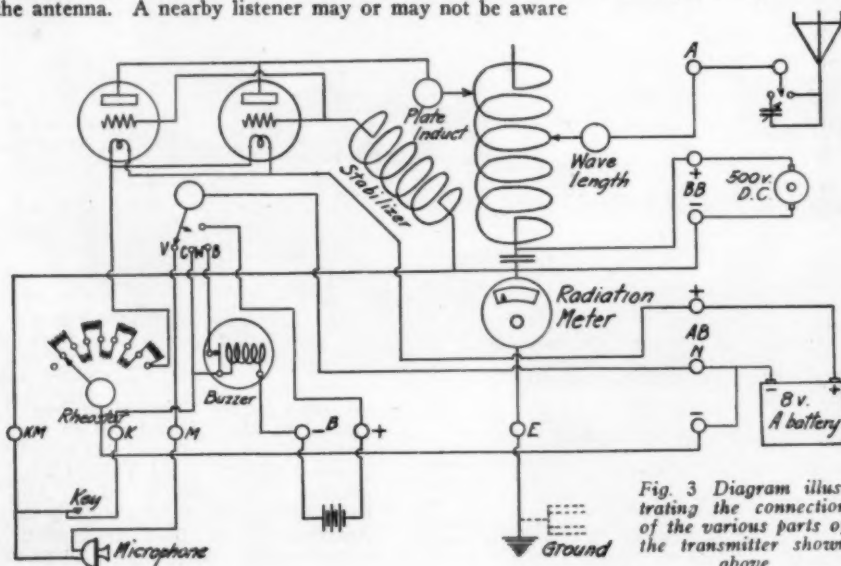


Fig. 3 Diagram illustrating the connection of the various parts of the transmitter shown above

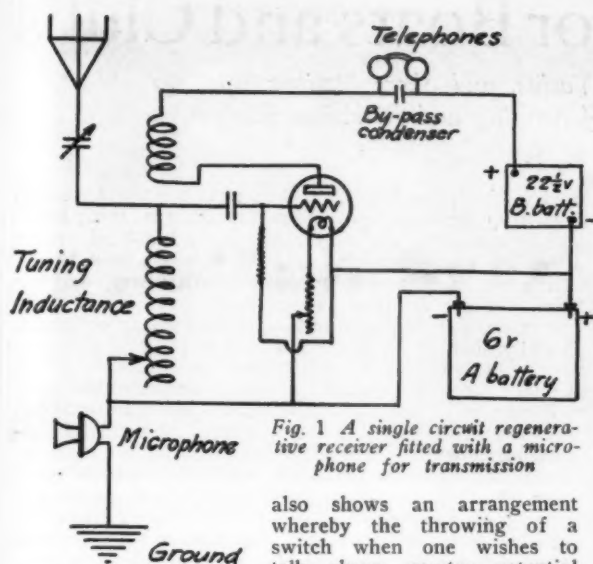


Fig. 1 A single circuit regenerative receiver fitted with a microphone for transmission

also shows an arrangement whereby the throwing of a switch when one wishes to talk places greater potential upon the plate of the vacuum tube, thus increasing the power and the distance to be covered. Simultaneously a switch alters the connection of the grid leak in order that

upon the plate of the vacuum tube, thus increasing the power and the distance to be covered. Simultaneously a switch alters the connection of the grid leak in order that both in the receiving and transmitting positions the vacuum tube may be operating at maximum possible efficiency.

Of course, the ideal installation on board ship is one wherein the transmitter and the receiver are entirely separate units. With such an arrangement, a maximum efficiency both from the standpoint of radio reception and radio transmission may be closely approached without the necessity for any compromises entering into the adjustment and arrangement of the equipment. Where there is sufficient room aboard ship to accommodate both transmitter and receiver, the three circuit receiver recommended in a previous article and the transmitter circuit of Figure 3 are recommended. Here it will be seen that by a simple switching process one may change transmission from that of continuous wave telegraph, to buzzer modulated continuous wave telegraph, to telephone. When continuous wave telegraph signals are sent out they are received at the distant end by virtue of the whistling tones which may be produced there when the distant receiver is tuned to the signal and in an oscillating condition. The insertion of the buzzer in the transmitter circuit chops the stream of waves into groups separated by very small intervals. Under these circumstances, the tone produced at the distant receiver is in exact agreement with the pitch to which the buzzer on the transmitter is adjusted. When the switch is thrown to telephone position and the microphone is spoken into, the stream of waves is molded to conformity with the voice, as indicated above.

The illustration shows

a transmitter which uses this circuit and which, when connected with proper batteries and small motor generator set, is capable of giving quite consistent and reliable telephone communication over a distance of fifteen to forty miles, depending, of course, upon the excellence of the antenna system aboard the small vessel.

Under night-time conditions during late fall, winter, and early spring, these small transmitters have been known to cover distances of six or eight hundred miles, under which circumstances they have afforded immense pleasure to their operators who have been able to converse with or receive reports from a great many amateurs at distant points. The maximum daylight range reported for this type of transmitter over water is about one hundred and twenty-five miles. In this case reliable communication was maintained between Babylon, Long Island, and Atlantic City, New Jersey.

In many sections of the country, transmitters of this type have been employed with considerable success in communicating between camps in the woods, between small islands and the mainland, and between small motor vessels or between small motor vessels and the club house ashore. Several minor yacht races have been reported in a highly successful manner in this way, with the result that interest which centers about such races has been materially heightened.

The cost of such a transmitter equipment complete including motor generator, driving batteries, and all necessary accessories, will total very close to \$225.00. This expense may be decreased slightly by the utilization of dry



Typical three circuit receiver of the type mentioned in the previous article

batteries (vacuum tube type) in place of the motor generator outfit, the actual saving being approximately \$50.00.

A receiver suitable for the de luxe installation is also shown. This unit complete with vacuum tubes and necessary batteries will approximate \$175.00. The combination of the two provide an ideal radio installation of which any yacht owner may well be proud. Of course, in order that one operate a transmitting station, it is necessary that he secure a license from the Government. This, however, is no great obstacle. The supervisor of radio who is a Government employee, is always glad to co-operate in assisting owners in making installations of this sort. The location of the supervisor of radio for your district may be learned by communicating with your nearest dealer in radio supplies.

This article by Mr. Godley concludes the series prepared particularly for MoToR BOATING.—Editor.

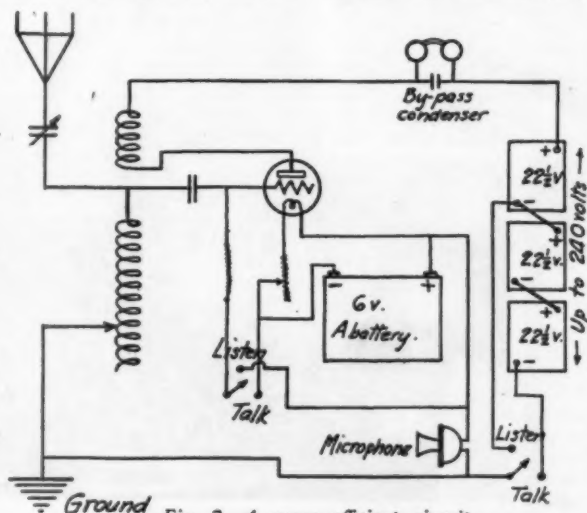


Fig. 2 A more efficient circuit which places the microphone in a different position

# Radio Possibilities for Boats and Clubs

*New Wave Length Classification for Yachts, and Shore Stations Will Do Much to Stimulate the Development of Sending and Receiving Equipment*

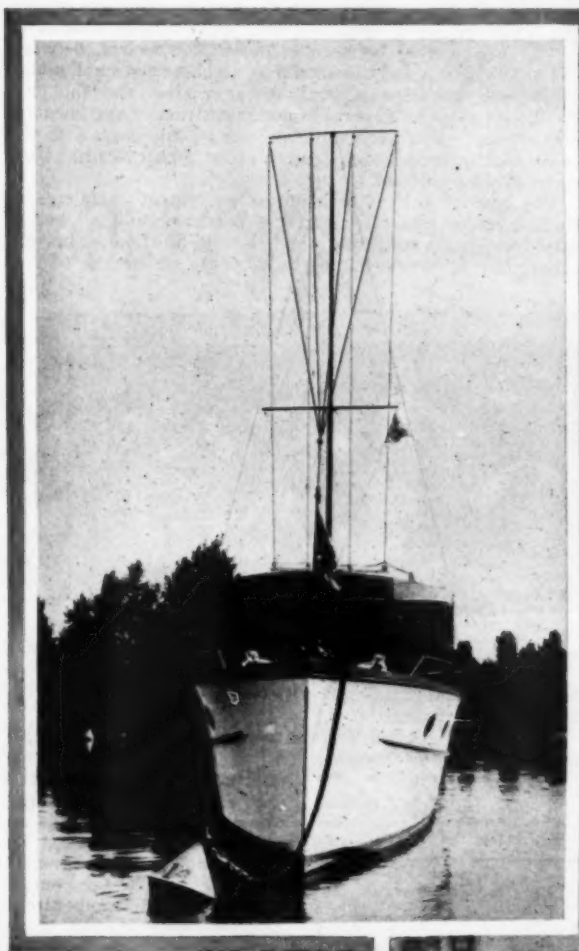
By Jesse H. Jay

**R**ADIO has now reached such a stage of development and popularity, that, no doubt, many yachtsmen are more or less familiar with the general types of receiving sets in use to-day. Many have had radio receiving sets and possibly even transmitting sets as well in their homes in the past year or so. Despite the tremendous interest shown in radio broadcasting, it seems that in the small and

used for both transmitting and receiving, it would be well to take up the radio laws and regulations governing transmitting equipment aboard yachts. Much has been written about the different types of receiving sets, how to use aerials on boats, to put in the ground systems, but first let us consider the rules and regulations which will really govern the complete transmitting and receiving equipment aboard yachts.

At the present time, the Department of Commerce has under consideration and, in fact, has notified the radio inspectors of the various districts, that radio equipped yachts will be placed in a special class. They will be assigned a wave length different from that of amateur, broadcasting, commercial, or any other assigned wave length. This new wave length will be 146 meters and will come under the head of a limited commercial license divided into two classes, viz., class 2-A for yacht stations, and 2-B for special shore stations communicating with yachts. This alters things considerably with regard to complete transmitting and receiving installations aboard yachts, as heretofore they were required to come under one of two licensed classifications.

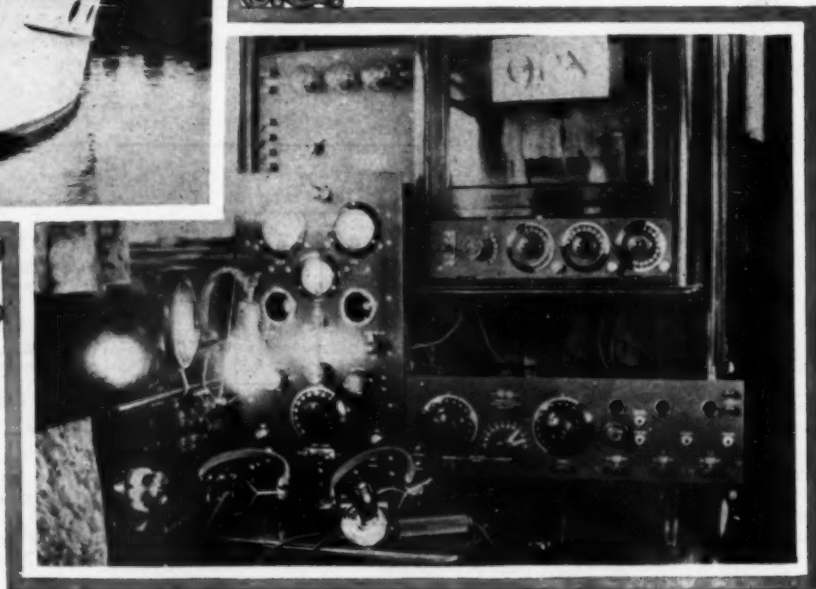
Heretofore, the yacht could be licensed as an amateur station and could communicate with other amateur stations ashore or on other boats; a transmitter had to be tuned to 200 meters wave length. A yacht so equipped was thus an amateur station and could communicate with amateur stations ashore, the same as other amateur stations communicate with each other all over the country. From the yachtsman's standpoint, this had one big drawback, however, for when the yacht was up in isolated regions on a cruise, many miles away from the large cities, he was invariably out of range of any amateur station with which to communicate, also, he was not allowed to communicate with naval or commercial stations. In short, the advantages of radio transmission aboard small yachts under an amateur license were confined to working amateur stations in the vicinity of the home port. Furthermore, the operator handling such equipment aboard a cruiser



*The cruiser Vacuum II of Chicago showing the antenna*

medium sized boat field it has not been developed to any great extent, although the interest in radio amongst yachtsmen is coming along by leaps and bounds. In the various harbors one sees an aerial here and there on some cruisers, but the proportion is very small to what it should be.

Before going into any detailed description of the various types of radio equipment to be



*The complete radiophone transmitting and receiving set installed by the writer*



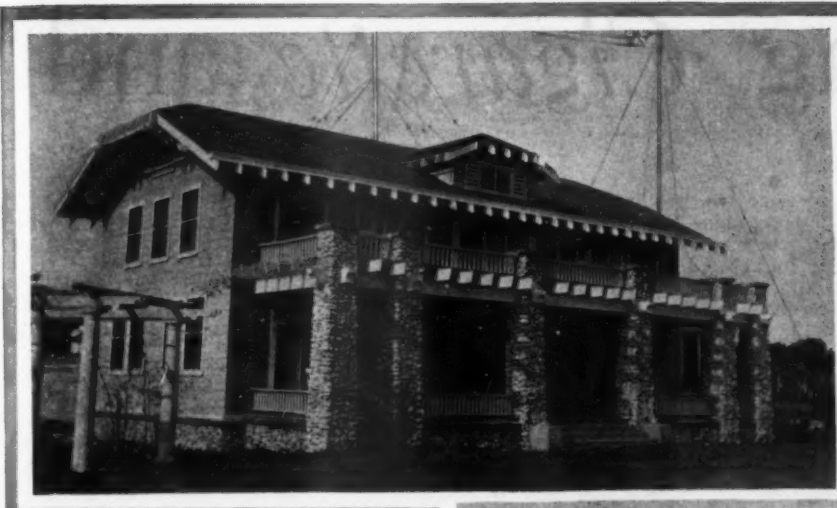
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*The Cocolobo Cay Club near Miami, Fla. An efficient and well designed antenna and counterpoles is shown suspended from the clubhouse to a trim steel mast*

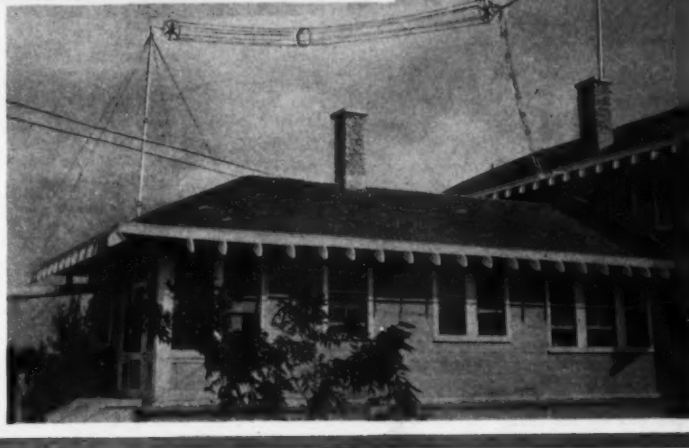
*A splendid example of an up-to-the-minute yacht club radio station*



was greatly hampered by interference from many other stations in the same 200 meter class.

Now we have the other extreme, the commercially licensed yacht radio station, which is required to operate on 600 meters. Immediately this classification becomes highly impracticable aboard yachts, due to the far too small antenna for the given wave length of 600 meters. It becomes necessary to load the transmitter to a highly inefficient point to reach the given wave length. This means that the transmitting set aboard small yachts would have a very small range of transmission by either radiophone or telegraph. This classification would prohibit any communication with amateur station, and, furthermore, would require a licensed commercial operator to handle the equipment. The yacht would thus be limited to communication with only the few naval, commercial, shore or ship station. This commercial license classification for radio aboard small yachts is out of the question, for any other than the very largest yachts, for both practical and technical reasons. Of the two classifications, the amateur was the best and afforded many opportunities for really worth-while enjoyment of radiophone intercommunication between yachts and amateur shore stations. When coming right down to facts, radio transmission aboard yachts under these circumstances had a good many drawbacks.

Under the proposed new rule, however, this has all been changed, for with the new wave length of 146 meters, a radiophone transmitter can now work up to good efficiency with the necessarily small antenna aboard the various yachts. The yachts will now have this wave length to themselves with which to communicate with each other and with their own shore stations. There will be no interference whatsoever with outside stations, and the air will be clear for yachts to communicate by radiophone. There is also, at the present time, a move in the radio division of the Department of Commerce toward doing away with the requirements for a proposed operator to learn the code before securing a license to operate a yacht station. This would eliminate the biggest bugaboo of all toward yachtsmen having radiophone transmitters aboard their yachts. Learning the code takes time, and a great deal of practice, usually more time than the average yachtsman can devote. With the new special 146 meter wave length assigned to yachts, and the two classes, viz., 2-A and 2-B, a really definite program can now be planned to stimulate a thoroughly developed radiophone intercommunication among the small yachts and special shore stations. The new wave length, as before stated, will be a great advantage, technically because of the small



antenna aboard yachts, and particularly because of the lack of interference. Here for the first time is our chance in the yachting field to have our own independent intercommunicating radiophone systems for the pleasure, safety, and convenience of all those concerned in yachting.

To really get a large radiophone system developed in the yachting field, we must have a great many yachts and yacht clubs equipped with complete transmitting and receiving radiophone outfits. The yacht clubs are the logical ones to start this movement on a big scale, for just a few yachts here and there will not increase the number of radio sets aboard yachts to any great extent. The very first thing to do then, is for yacht clubs to install complete and fairly high powered radiophone outfits together with super-sensitive receiving equipment. This could be easily done by any yacht club at no great expense, and if necessary could be paid for by special assessment of its members. Once installed, this equipment would stimulate the interest of the members, and a radio class could be started, so that the yachtsmen could become familiar with the principles and operations of radio equipment to be used aboard their individual craft. Once started through radio clubs on a large and progressive scale, it would not be long before the various yacht harbors would be dotted with craft equipped with both radiophone transmitting and receiving equipment.

The yachts would come under class 2-A, and the yacht club would be the special shore station under class 2-B, all working on 146 meters or 2,050 kilocycles, entirely independent of all other classifications of radio station. The club station could have sufficient power to communicate by radiophone with any yacht from fifty to several hundred miles. Considering that most towns of any size along the coast and on the Great Lakes have a yacht club, it would not be hard to see the great benefit (Continued on page 90)

# Bringing *Cigarette* and

**D**URING the next month or so some two or three million motorists will pack up everything but the household furniture and start out in the family Lizzie for the annual back-to-nature tour. If a few of these poor misguided souls could get a taste of touring via motor boat I'm sure our boat builders couldn't catch up with the demand for new boats in the next ten years.

There is no comparison in bodily comfort or healthful recreation, in scenic interest or variety. No dust, no

*A Story of One of the Most Varied and Picturesque Inland Cruises in America. Automobile Touring Does not Compare in Comfort or Interest*

*Cigarette's power plant consists of five Wood-Liberty marine motors of 450 h.p. each, driving triple screws. Without question, Cigarette is the fastest cruiser in existence and should show a maximum speed of fifty miles an hour*

Photographs by M. Rosenfeld



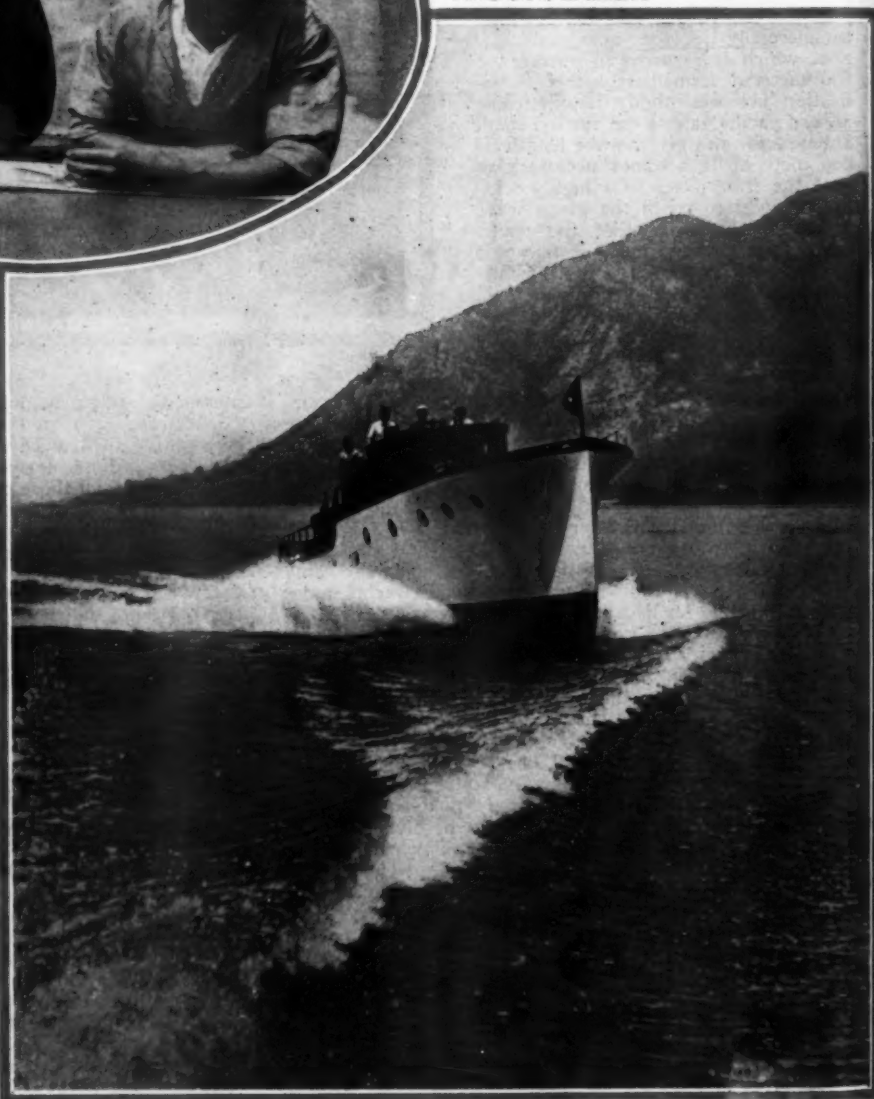
*Captain Nelson, who will be responsible that no boat shows her stern to Cigarette, and one of his crew*

bumpy roads, no tires to mend, no detours, speed traps or traffic jams. And you can make it as inexpensive or as costly as you wish, for a little outboard motor boat or power canoe promises just about as much care-free abandon as the largest and finest cruiser.

When I was invited to accompany Cigarette to New York I was the object of envy on all sides. Gar Wood's own boat building plant at Algonac, Michigan, had just completed a new Cigarette for L. Gordon Hamersley of New York. At the same time he was delivering to Marshall Field of New York the Corisande, a duplicate of his famous Gar Junior II. What could be finer than a cruise with two of the fastest boats ever built?

This is cruising de luxe, for Cigarette is a seventy

*Cigarette, a 70-foot cruiser de luxe, recently completed for L. Gordon Hamersley of New York City, by Gar Wood, Inc., of Algonac, Michigan*



# Corisande to New York



*Corisande, a Gar, Jr. type of stock cruiser, powered with 900 h.p., recently built by Gar Wood for Marshall Field of New York City. Mr. Field will use Corisande to commute every day between his new home at Cold Springs, L. I., and New York City. The commuting distance will be about thirty miles which will be covered in better time than is possible by a railroad train or automobile*

*The two boats in one of the big locks of the New York State Barge Canal while enroute from Detroit to New York*

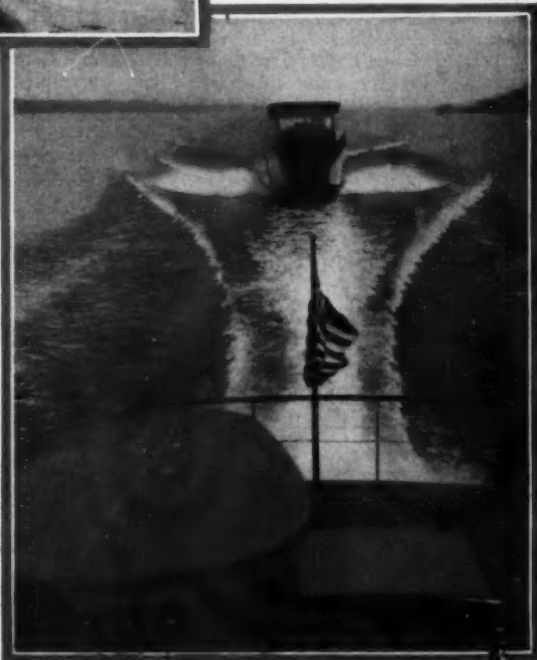
footer with five engines totalling 2,250 h. p., while Corisande is a fifty footer with 900 h. p., and both boats can do well over forty miles an hour.

We cast off from the superb new club house of the Detroit Yacht Club at 2:13:10 in the afternoon of Saturday, June 30th, and headed down the river for Lake Erie. Tying up for the night at Conneaut, Ohio, fifty miles east of Cleveland, the run into Buffalo was completed Sunday morning at 10:32:05.

This was not intended to be a record-breaking attempt, but who could resist the temptation of so much power. The actual running time was seven hours, fifty-eight minutes and fifty seconds for the 26½ miles from Detroit to Buffalo, establishing a new record with an average speed of 35.42 miles per hour.

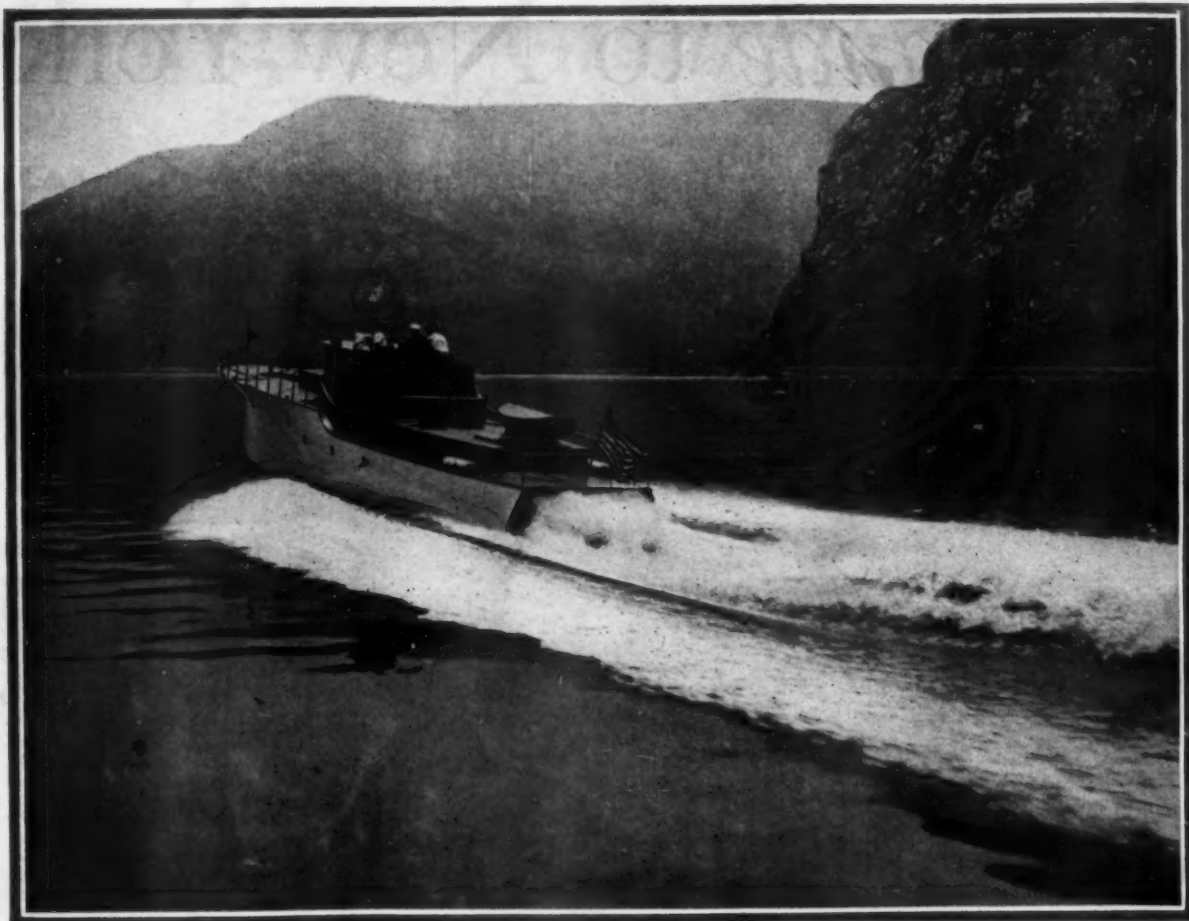
Not satisfied with one record a day, Gar Wood decided to return to Detroit by flying boat. Accompanied by Harold H. Emmons, President of the Detroit Board of Commerce, J. Lee Barrett and W. D. Edenburn, they left Buffalo at 2:15 P. M., and arrived at Cleveland at 4:13, fifteen minutes faster than the best previous flying time. After taking on gasoline the flight was continued, reaching Detroit at 7:09 P. M., establishing a new flying record of 3 hours and 28 minutes from Buffalo to Detroit via Cleveland.

In the meantime Cigarette and Corisande took on gas and left Buffalo at 6:02 P. M., making the 30-mile run to



*A view of Corisande, taken from the stern of Cigarette*





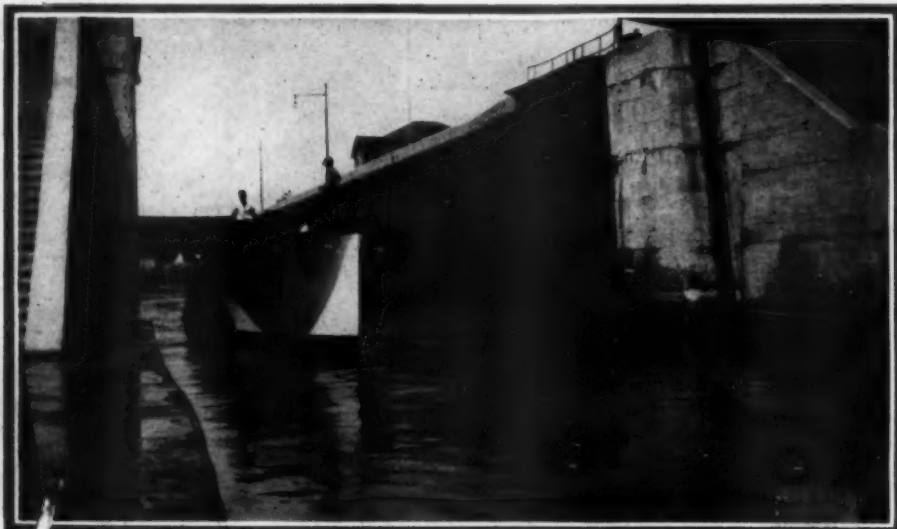
*Cigarette* cruising down the Hudson through the Highlands at thirty-five miles an hour. The picture is beautiful but nothing compared with the reality of being on board

Lockport before dark. Turning into the New York State Barge Canal at North Tonawanda, it seemed like a canter down the old lane and through the woods, after the open waters of Lake Erie. There is a delightful intimacy in running along so close to shore, racing the flivvers on nearby roads and waving to each picnic party that stared in awe at such an unexpected fleet.

This is not to be a time table of the run through the canal as there are speed regulations to be respected and the trip is too interesting to overlook the beauty of the country we passed through. The grandeur of the Empire State takes on a new meaning when you see its farms and factories, mountains, lakes and rivers from the deck of a fast cruiser.

There is no chance for monotony with this ever-changing panorama unfolding before you with the speed of a scenic movie reel.

On Monday we logged 147 miles, reaching Baldwinsville in the evening, just west of Syracuse. Tuesday, due to a late morning start after replenishing gas and supplies, the total run was 92 miles to Little Falls. On Wednesday the mileage was smaller still as we had to pass through as many locks as on the two previous days (Continued on page 118)



*In a lock on the New York State Barge Canal. The boats run with such a freedom from wake and waves that good speed is possible on the Canal without danger of washing the Canal banks*

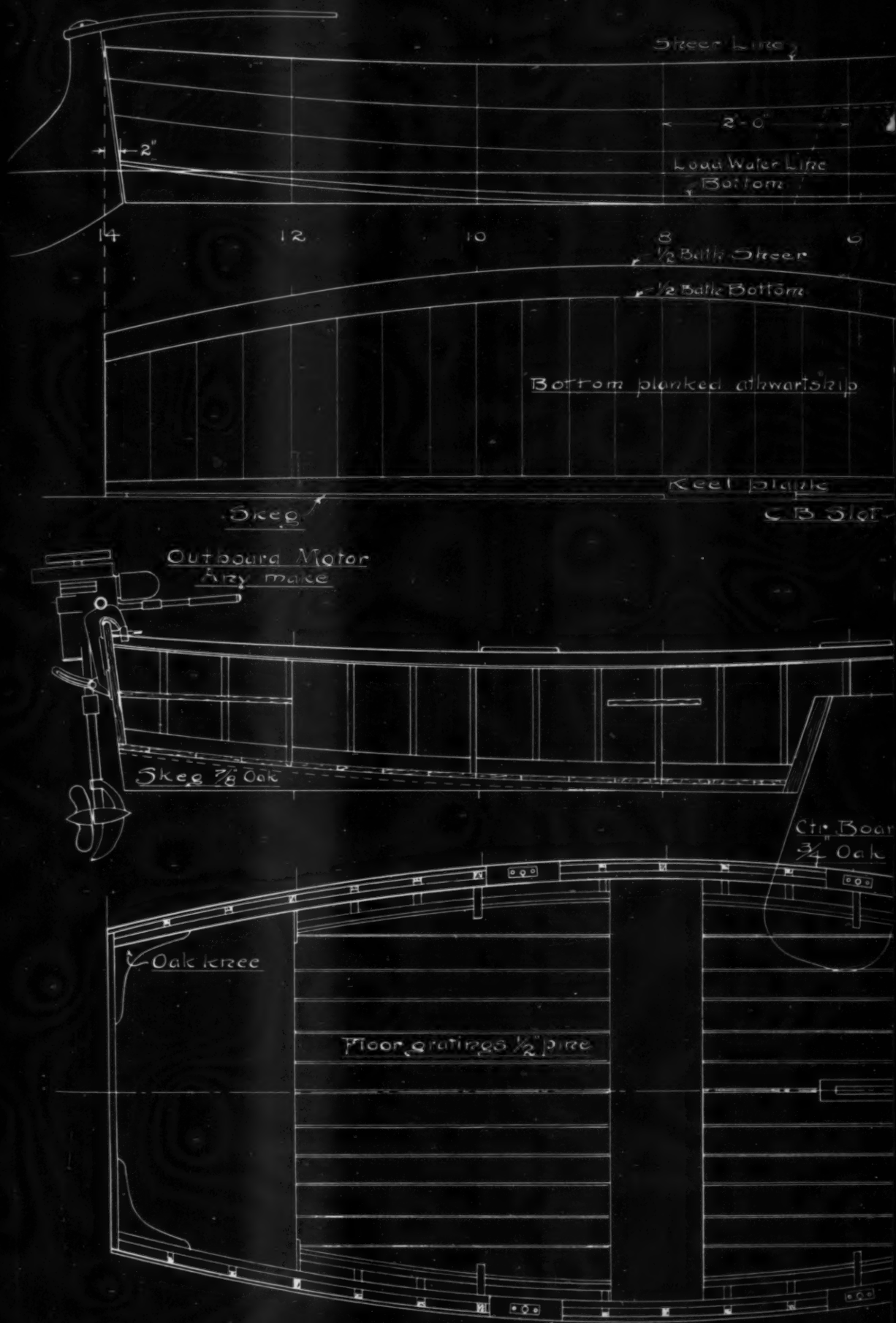
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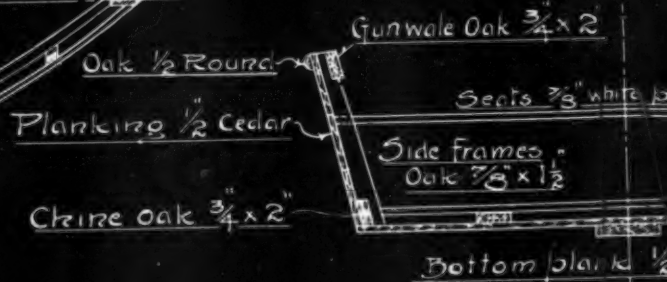
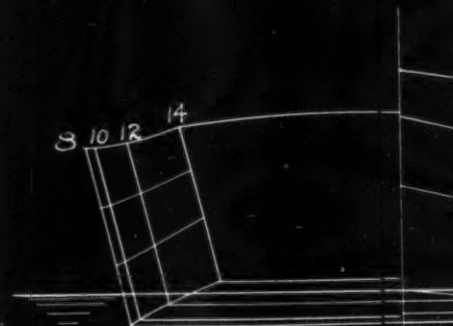
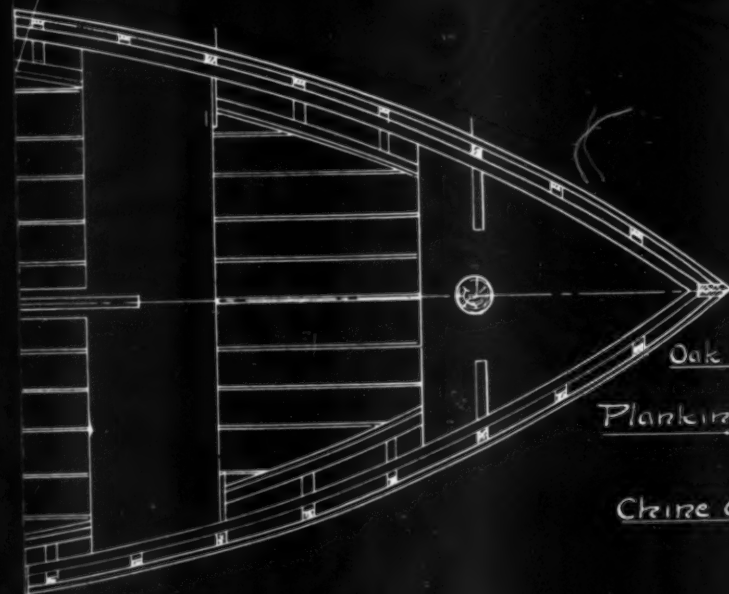
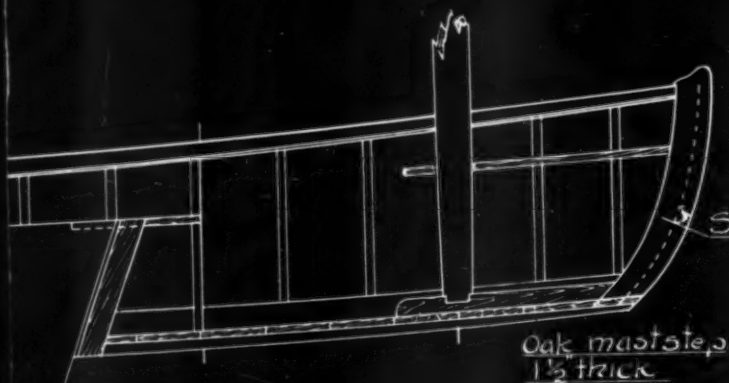
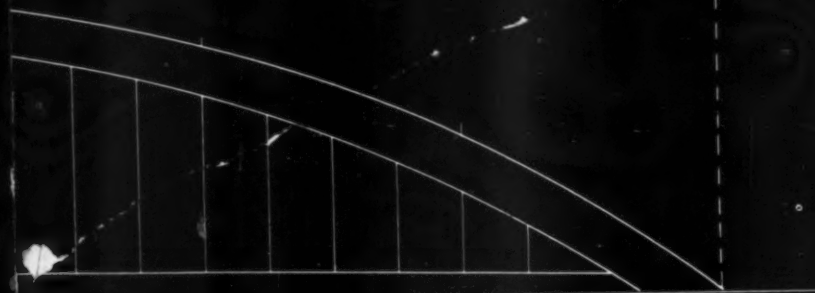
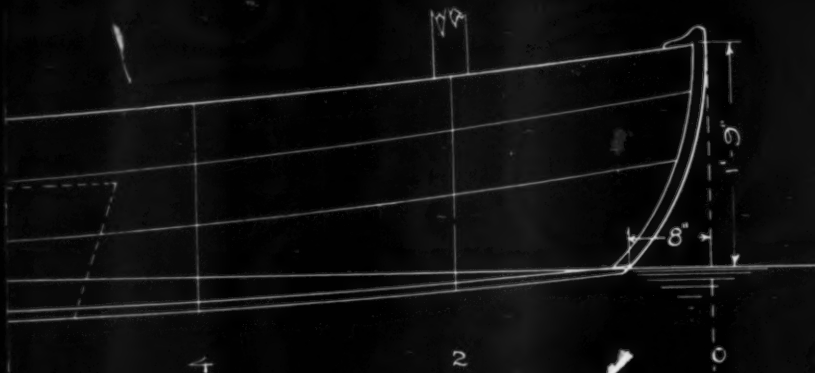
A Handy Little

COMPLETE  
TO BUILD



119 WEST 40TH STREET  
NEW YORK

Length 11'  
Beam 4'



# FOR BOATING'S A BOAT Series

## SMARTY

### Little Utility Boat

LETE HOW  
LD PLANS



40TH STREET  
NEW YORK

th 14'  
n 5'



by Charles D. Mower, N.A.



Scale of Feet and Inches

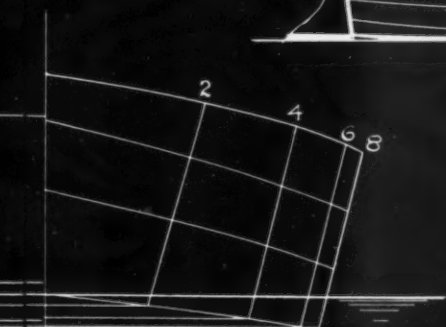


TABLE OF OFFSETS

	2	4	6	8	10	12	14
1/2 Breadth Sheer	1'-3"	2'-0"	2'-4"	2'-6"	2'-5"	2'-2"	1'-9"
" Bottom	0-9 1/4"	1'-7"	2'-4"	2'-2"	2'-1"	1'-10"	1'-5"
Sheer above LWL	1'-6"	1'-4"	1'-2 1/2"	1'-2"	1'-2"	1'-2 1/2"	1'-4"
Bottom below "	0-1"	0-2 1/2"	0-3"	0-3"	0-2 1/2"	0-1"	0-1" (Above)

Stations Spaced 2'-0"



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# Smarty, a Handy Little Utility Boat

*A Boat Which Any Amateur Builder Can Undertake  
With the Help of the Drawing and Information Given*

Designed Exclusively for MoToR BOATING

By Chas. D. Mower

**A**N ATTRACTIVE design which has been worked out to produce a sort of general utility boat of simple and easy construction which can be used for rowing, sailing, or as an outboard motor driven boat. She will make an excellent boat for fishing and the general use of a summer camp on either the sea shore or a fresh water lake as the flat bottom will make her dry, stiff and safe and she can be pulled up on a beach or landing float when not in use.

It would be difficult to get a safer boat for boys or girls to use in learning to row or sail and she will sail well enough to furnish good sport for the grown-ups as well. The length of fourteen feet was selected as it makes a boat large enough for four or five persons to fish from comfortably and one not too large to be easily driven by a small outboard motor or too large for a small boy to handle under sail. Special attention has been given to planning a boat that can be built by an amateur of limited experience in boat building and for this reason the construction has been made as simple as possible, with a flat bottom and straight sides. These features also make a boat that can be turned out by a regular boat builder at a considerably lower price than the cost of a round sided boat and with the present high prices this is an important consideration.

If a sail boat is not desired, the centerboard can be omitted and the boat used for rowing or with an outboard motor very satisfactorily. It is believed that a general utility family boat of this description will meet the re-

quirements of many readers of MoToR BOATING.

In building the boat rough moulds, or forms should be made for each station, or cross section, as shown on the design. The necessary measurements can be taken from the table of offsets, which give the dimensions for the half breadths or widths of the sheer line and bottom at each station as well as the length of sheer above the designed load water line, and the depth of the bottom below this line. The figures given in the table are to the outside of planking and  $\frac{1}{2}$  inch should be allowed for the thickness of plank. The moulds should be set up with the load water line level to give the proper sheer and curve of bottom and securely braced. The stem should be a piece of oak 2 inches thick sawn to the shape shown and rabbeted to take the forward ends of the side planking.

The stern should be a piece of oak 1 inch thick, preferably in one piece. The side planks can be fitted to the moulds and the side frames put in place after the plank is fitted. The side frames are of oak  $\frac{3}{4}$  by  $1\frac{1}{2}$  inches and are spaced 2 feet apart. Between these side frames two smaller frames of oak 1 by  $1\frac{1}{2}$  inches can be fitted to hold the planks between the main frames.

If desired, the side planks can be put on with lap seams, in which case the extra frames will not be needed.

The oak chine  $\frac{3}{4}$  by 2 inches is fitted where the sides and bottom planking join in order to give added strength, ade-

quate fastenings and a tight joint. The bottom is planked athwartship with pine or cedar in planks  $\frac{1}{2}$  inch thick and about 6 inches wide. The edges should be planed square and the fore and aft curve of the bottom will make the seams slightly open on the outside to allow for a thread of caulking cotton to make the seam water tight. After the bottom is all planked an outside keel plank about  $\frac{3}{4}$  by 6 inches is fitted to protect the bottom when the boat is hauled out on the beach.

Two inside stringers, about  $\frac{3}{4}$  by 3 inches should be fitted inside as shown and the bottom planks fastened to them.

The details of floor gratings, seats, centerboard trunk, etc., are all so simple as to require no special explanation.

Special attention should be given to the fastenings at the stern and it will be noticed that two oak knees are fitted to strengthen the stern as necessary for the outboard motor. The bow seat, through which the mast is stepped should also be securely fastened and fitted with two small knees opposite the mast as the plan shows. The mast step is a piece of oak about  $1\frac{1}{2}$  by 6 inches securely fastened to the bottom of the boat.

The dimensions of the sail are given on the plan and the spars should be made of clean spruce or Douglas fir. The mast is 20 feet 6 inches long; 3 inches diameter at keel and  $1\frac{1}{4}$  inches at head. The boom is 12 feet 6 inches long; 2 inches greatest diameter;  $1\frac{1}{2}$  inches at inboard end and  $1\frac{1}{4}$  inches at outer end. The

sail can be fitted with a single halyard and mast loops or it can be laced to the mast as is customary with the leg-o-mutton sails used on the Swampscott dories.

The center board shown, is the dagger type that is lifted entirely out of the slot when not in use. Cleats should be fitted at the top of the centerboard to hold it in position when in use.

After the construction of the hull has been completed, the next step in order is the finishing in the desired color. All seams in the bottom and along the chine should be painted with a seam brush and then lightly caulked with a thread of cotton rolled in and not hammered. After this they should all be neatly filled with putty and smoothed off carefully on the outside. It will take several coats of paint to make a good job and probably white will be the most satisfactory for all around purposes. After each coat is applied, ample time should be allowed for drying and then followed by a light sand papering. The final coat should be carefully applied and given plenty of time to dry. The bottom below the waterline can be painted with any of the prepared bottom paints and the green color will harmonize well with the boat and the white top sides. The interior of the hull can be finished in buff or tan with the seats varnished bright. The oak gunwale as well as the transom and the knees should also be varnished. The spars and sail should be made and rigged as shown on the drawing.

## FOR SEPTEMBER

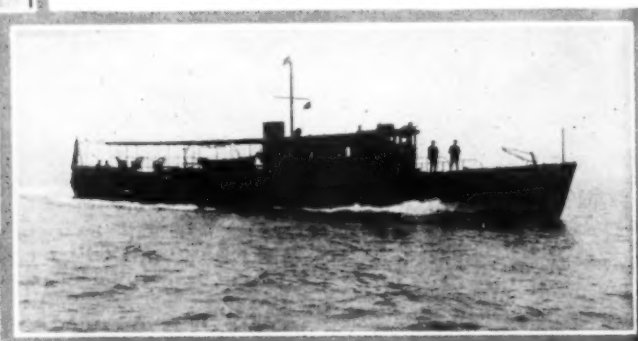
**NEXT** month we are going to publish a complete How to Build design by John L. Hacker, for a dandy double cabin cruiser of 36-foot length. This boat is carefully designed in Mr. Hacker's usual complete way and will be accompanied by a full set of specifications. Every feature of the construction will be carefully explained and no detail will be slighted. With the help of the drawings and the other data a most successful boat should result. It is intended to be a fast boat and in order to insure reliability in the power plant a model MDR Stearns engine has been specified which will satisfy the speed longings of most anyone. —Editor.



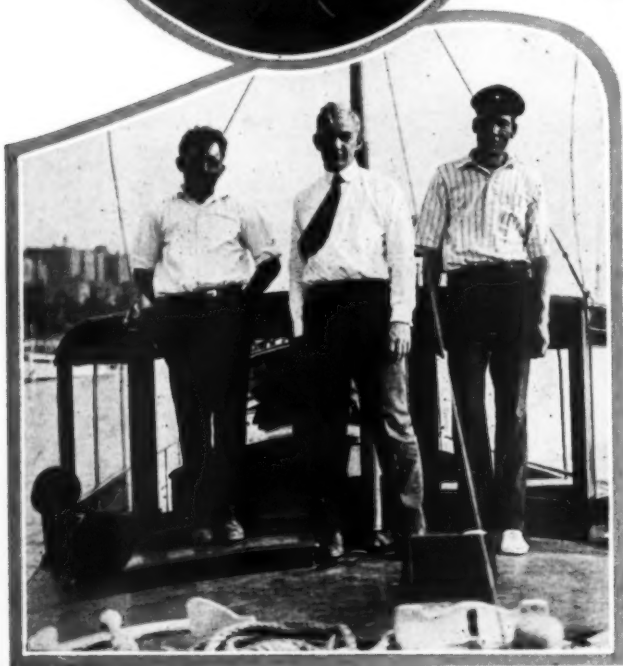
*Nueva leading the racers down the Hudson immediately after the start from the Columbia Yacht Club, followed by Venture II and Spendthrift II. The Albany steamer is not competing*

## Small Cruisers for the *James*

*A Race Down the Jersey Coast  
Yacht Club and Atlantic City*



*At the left, Admiral Hall, U. S. N., and Rear Commodore Schieren of the Columbia Yacht Club aboard the latter's yacht, Siwash III: Directly above will be seen Siwash III which won the prize for the fastest time between New York and Atlantic City as well as the match race with Dorothy, owned by Colonel E. L. Parker of Baltimore*



*The crew of Venture which was nosed out for third place by Spendthrift II. The person on the right is Harry H. Porter, owner-builder-skipper of Venture*

**N**UEVA, of the Shelter Island Yacht Club, by defeating the pick of the country's small cruisers, in the annual race of the Atlantic City Yacht Club and the Columbia Yacht Club of New York City between these two cities, took the James Craig Trophy for the coming year. Spendthrift II, winner in 1922, defended the trophy but third place was the best she could get this year. Kodak of the New York Athletic Club was second.

The James Craig Trophy, formerly the James Gordon Bennett Bermuda Cup, was presented to the National Association of Engine and Boat Manufacturers a little over a year ago in an effort to revive an interest in ocean racing among small craft. This Association turned the trophy over to the American Power Boat Association which has arranged contests for it the past two summers. As in 1922, this year's race was run from New York to Atlantic City and return, going down one day, laying over the next at Atlantic City and returning on the third day. This made two daylight runs with a whole day between—an arrangement which was much appreciated by the owners and their crews. While at Atlantic City, the Atlantic City Yacht Club and the Lulu Temple Yacht Club entertained the visitors at dinners, dances and smokers, so—taken as a whole the race was a great success. Commodore Endicott





Fleetwood III, owned by Commodore J. P. Stoltz of the New York Motor Boat Club. This boat won first prize in Class B for cruisers of between 60 and 90 feet in length. Fleetwood III was built by the New York Yacht, Launch and Engine Company and is powered with two Twentieth Century heavy duty motors

## Compete Off Shore Craig Trophy

Conducted by the Columbia  
Yacht Club Won by Nueva



Colonel E. L. Parker of Baltimore, Md., owner of Dorothy. Colonel Parker donated the E. L. Parker Trophy which he offered for converted submarine chasers in this race. The Parker Trophy was won by Siwash III, with Dorothy finishing a good second



Crew of Kodak. With the exception of R. J. Haslinger, owner of Kodak, seen at the extreme right—none of the crew had ever been aboard a small cruiser before. Mr. Haslinger, a few hours before the race found himself to be without a crew and in order to get one it was necessary to literally, Shanghai three Broadwayites. However, they performed most creditably and will be in demand for members of Mr. Haslinger's crew in the future

of the Atlantic City Yacht Club, Commodore Bailey of the Lulu Temple Yacht Club and Fred R. Patzowsky, Chairman of the Race Committee of the Atlantic City Yacht Club, saw to it that every wish was satisfied.

The racers were divided into three classes—Class A for cruisers 30 to 60 feet in length, Class B—cruisers 60 to 90 feet in length and Class C for boats of over 90 feet long. In Class A it was all Nueva, with Kodak second, Spendthrift II third, Venture II fourth and Nick fifth.

Fleetwood III, the new cruiser owned by Commodore J. P. Stoltz of the New York Motor Boat Club won in Class B and Siwash III, the converted submarine chaser owned by Rear Commodore C. A. Schieren of the Columbia Yacht Club, carried off the honors in the large class.

(Continued on page 114)



Crew of the winning boat, Nueva. T. W. Brigham, owner of Nueva, is in the lower left, and James Hussey, her designer, in the lower right of the illustration. Above will be seen Edward Leedon and William McDonald, both of Greenport, also crew of the Atlantic City winner

# SMALL MOTOR BOATS

## *Their Care, Construction and Equipment*

A Monthly Prize Contest Conducted by Motor Boatmen

Questions Submitted for the September Prize Contest

1. Describe and illustrate with sketches proper method of obtaining a correct alignment of an old propeller shaft.  
(Submitted by H. A. H., Baltimore, Md.)

2. In purchasing a used boat what are the principal points to observe carefully in order to avoid regrets later.  
(Submitted by A. P., Pelham, N. Y.)

## Most Useful Mooring Devices

*Great Dependence Is Placed in Mooring Equipment and It Must Be Safe at All Times*

Answers to the Following Question Published in the June Issue

"What type of mooring device do you find most useful? Give conditions under which used and size of component parts"

### *Mushroom Anchors are Best*

(The Prize-Winning Answer)

THE one item of accessory equipment to which the boatman owes the safety of his boat more than any other is his mooring. This item is depended upon to hold the boat safely and must be trusted at such times when the owner is not aboard. Sudden storms and squalls may arise at any time during the summer and cause a very severe strain on all mooring equipment which it must safely withstand.

Perhaps the commonest and most acceptable form of mooring device is the ordinary mushroom anchor. These are now cast in a large range of sizes and consist of a heavy bowl shaped casting with a long shank of steel rod in the extreme end of which the chain can be attached. Contrary to the general belief, it is not so much the mass of material in a mooring anchor which insures its holding ability as the arrangement of the metal.

The arrangement of the mushroom mooring anchor is such, so that if a heavy drag is applied to it the anchor will tend to pile up a mound of material before it and further tend to bury itself deeper into the bottom.

In sheltered or protected waters a concrete block or stone of large size is frequently used. After a time this will sink down into the sand or mud at the bottom and cause it to hold quite well. In any unusually severe blow, however, there is danger that this type of anchor will be loosened and dragged along on the bottom.

It requires a very large mass of stone or concrete to make a mooring. Where bulk of material is used in this way, its weight will need to be equivalent to about one fifth to one quarter of the weight of the hull. To prepare a mooring of concrete is not difficult or expensive. A rectangular wooden form is made of the desired dimensions to yield the requisite weight. One cubic foot of concrete will weigh 150 pounds so that a block three feet square and twelve inches thick will contain nine cubic feet and weigh 1350 pounds. This in turn will be sufficient to hold a boat of from three to four tons weight. During the process of casting the block, some steel rods can be imbedded in it at right angles to each other and a couple of heavy eye bolts with large plate washers should also be inserted with the washers about nine or ten inches below the upper surface. Since the purpose of the block is not so much structural strength as mass of material, large clean stones can be included and if any chunks of heavy iron scrap are easily available they

can be included with advantage. Where concrete is continually submerged, sea-water has little or no effect upon it. The safest procedure however is to use enough cement in making a good mortar. Good clean beach sand can be used for mixing mortar and it must be free from any foreign matter such as sea-weed or other vegetable matter. Proportions of one part of cement to two and one-half parts sand and five parts of stone will do very nicely. Measurements should be by volume, and for our present purpose a small box or pail will do as the measuring unit. Quantities necessary to produce one cubic yard of concrete in the proportions mentioned, will be 1.3 barrels of cement, 0.46 cubic yards of sand and 0.91 cubic yards of aggregate.

Another method of mooring boats and more particularly the smaller ones, is to drive large stakes or piles into the bottom where its nature permits. These stakes are long and straight, of sufficient length and at least five or six inches in diameter. Boats are attached by making a collar of substantial material which will float on the surface of the water. The mooring line is attached to this securely, and the collar slipped over the top of the stake, or if this is too high the collar must be placed before the stake is driven into the bottom. This form of mooring will hold a small boat securely, and boats can be tied to one at the bow or between two stakes when tied bow and stern.

Some people have on hand one of the old kedge anchors in a large size which they use as a mooring anchor. This serves very well as long as the anchor chain does not become fouled around the exposed fluke. When this happens the anchor may be pulled out of the bottom and loosen its holding ability.

Whatever the form of anchor used for mooring purposes, some means must be provided to permit the boat to be quickly and easily attached or detached as required. The generally accepted methods are two. The

first consists of a float which may be a wooden block, a sheet metal can, a cork buoy, or possibly a cask or barrel. These are attached to a light line, while the heavier line which holds the boat is allowed to sink when the boat is absent. The other form of float consists of a larger and more substantial buoy which may be a heavier spar, a larger can or a larger cask. These should all be sufficiently large and substantial and of a displacement which will permit them to float and support the length of mooring chain extending from the lower portion of the buoy to the bottom. A heavier line is permanently attached to the other extremity of the spar or float, and when the boat returns from her cruise, the eye of the

### MOORING PROPORTIONS

Size of Boat	Size of Chain	Size of Line	Weight Mushroom Mooring	Weight Concrete Mooring
Up to 30 ft.	1/4	1	75-200	600- 800
30-45	3/8	1 1/2	200-300	800- 1200
45-60	1/2	2	300-400	1200- 3000
60-90	3/4	2 3/4	400-600	3000- 5000
Over 90	3/4	3 1/2	over 600	5000-10000

line is picked up, slipped over the bitt post, and the boat is secured.

While the strength of new lines and chains is generally sufficient to withstand the pull of the boat at a mooring, the sizes of these parts necessary for long exposure to the sea and weather is made much heavier than actually necessary to allow for the inevitable corrosion which takes place. Proportions which have been found to be safe in practice, and sufficiently heavy to insure a number of years of freedom from worry will be found in the attached table.

The length of chain and line will have to vary to suit the local conditions where the boat is to stay. Where the bottom is hard and anchors do not hold well, it is necessary

to use a much greater length of chain than is necessary in a muddy bottom. As a general thing the length of chain should be at least twice the depth of water at high tide. Greater lengths of chain than this are even better, and from three to four times the depth of water will insure proper holding under all conditions. Where a very long length of chain is used, a weight is sometimes suspended at its midpoint. This has a tendency to cause the chain to sag and in a heavy blow the boat will ride easier by reason of its being there. It has an effect similar to the addition of a spring in the line. Without this, the impact on an anchor chain is severe, particularly if it is pulled taut.

T. B. K., Bronx, N. Y.

## Draining a Marine Engine Crankcase

*Useful Suggestions to Eliminate the Mess When Clearing the Crankcase Of Its Used Oil*

*Answers to the Following Question Published in the June Issue*

**"Describe any improvement on the usual messy job of draining a marine engine crankcase"**

### Bulkhead Hand Pump To Drain Crankcase

(The Prize-Winning Answer)

A TWELVE-HORSEPOWER heavy duty engine was equipped with a mechanical feed oiler which used considerable oil, this running into the crankcase when used and if not drained occasionally, overflowed through the crankcase breather holes into the bilge. The draining process consisted of removing the crankcase handhole plates and removing the oil by means of a hand pump, a slow and dirty process. The bottom of the crankcase was probably provided with a minute drain cock of about one-eighth inch pipe size, following the general custom. Such a drain is always hidden beneath the engine bed and even if accessible would be useless.

To overcome this and reduce the messy part of the work to the regular seasonal crankcase cleaning, a small brass hand pump was screwed to the cabin bulkhead, to be within reach from the steerman's position as well as from the inside of the cabin. Below it, on a shelf, was a gallon can to receive the waste oil; when full, the can was removed and the oil poured into a filter for further use as a bearing or machinery oil. A three-eighths inch flexible copper tube was run from the bulkhead pump to the engine crankcase, entering through a breather hole above the after crankshaft main bearing. If no opening is available, a small hole could be drilled through the crankcase. No strainer was used in this installation, nor was one found necessary; but one could easily be made from copper or brass gauze with a flange and compression coupling soldered to the end. This could then be attached to the copper tube after its insertion into the crankcase. Nothing less than three-eighths tubing should be used, as the pumping, unless the oil is very hot, is too slow and difficult; in cold weather, with a cold

engine, it is slow at the best, but with the pump accessible from the steering wheel, the crankcase may be easily drained at any time after the boat is under way and the engine warmed up.

H. H. P., Oakland, Calif.

### Crankcase Drainage by Vacuum

GOOD engineering practice demands that the crankcase of a four-cycle marine motor be drained of all the used oil, flushed with a cheap flushing oil, made especially for the purpose, and supplied with new oil at intervals of not more than forty hours' operation. Of

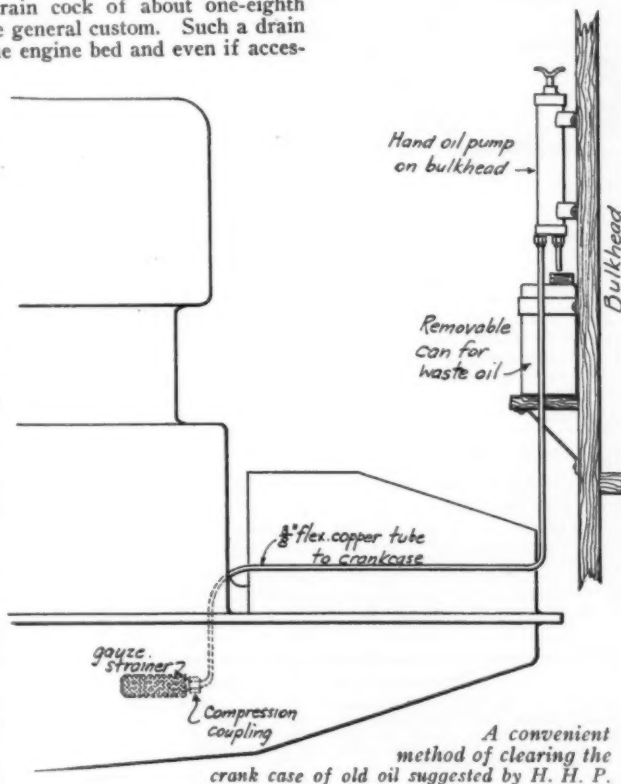
course the engine will continue to operate with the old oil for a much longer period of time, but all moving parts will be subjected to excessive frictions due to the lowered lubricating value of the oil. It is not the revolutions which wear out the machine. It is the friction and it is not possible to entirely eliminate the friction, but it can be reduced to a minimum by always using a good brand of internal combustion engine oil and changing it frequently.

The common method of placing a shallow pan under the motor and opening a pet cock or removing a plug to drain the crankcase is a disagreeable and messy job at its best. For this reason, changing the oil is often deferred until it is so thinned and worn that it has but little of its original lubricating qualities left.

The apparatus and method herewith explained has been designed to lessen the trouble and mess of changing the oil, and do a better job than

draining. With it the oil can be removed from the crankcase as easily as the dirt is removed from a rug with a vacuum cleaner. In fact, it sucks up the oil in the same manner as a vacuum cleaner sucks up the dirt.

The receiver is a heavy galvanized can of about twice



*A convenient method of clearing the crank case of old oil suggested by H. H. P.*

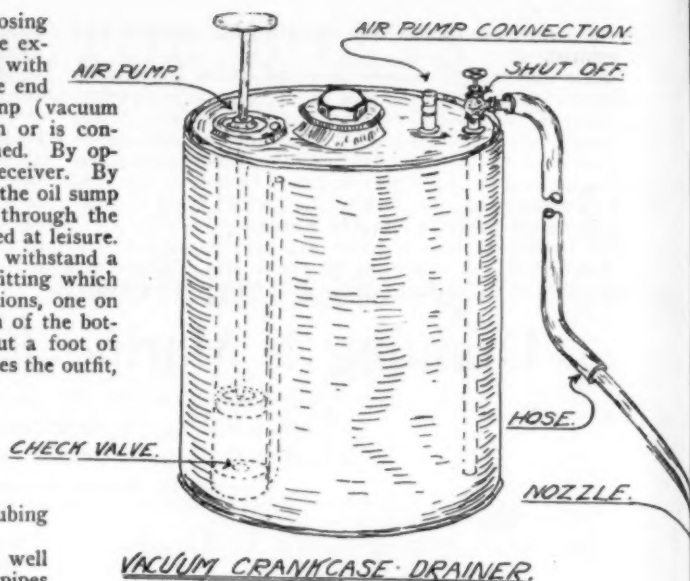


the capacity of the crankcase, has a large tightly closing hand hole for cleaning, and two hose connections, one extending nearly to the bottom of the receiver, and fitted with a shut off. To the shut off is attached a hose on the end of which is an annealed tubing nozzle. An air pump (vacuum pump) is connected by hose to the other connection or is contained in the receiver, making the outfit self contained. By operating the pump, a partial vacuum is created in the receiver. By inserting the nozzle through a hand hole opening into the oil sump and opening the shut off, the oil will be drawn up through the tube and into the receiver from which it can be emptied at leisure.

To make the outfit, get a good heavy can that will withstand a few inches of vacuum and solder on the hand hole fitting which must close airtight. Then solder in the hose connections, one on each side, the longer one extending to within an inch of the bottom. A piece of oil proof hose, a shut off, and about a foot of annealed tubing not smaller than  $\frac{3}{8}$  inches o.d. completes the outfit, with the exception of the pump.

Probably you can pick up a discarded hand operated vacuum cleaner and remodel it for hose connecting to the receiver. The leather valve of a good sized tire pump may be reversed so that air is drawn through the hose, and a check valve provided at the receiver, or you can get a piece of large size tubing and make the pump.

As oil is thinnest when hot, run the motor until well warmed up. After allowing sufficient time for the oil pipes to drain, insert the nozzle into oil sump and pump, or if you have the right kind of a pump, exhaust some air from the receiver and open the valve. After the oil is all removed, move the nozzle around the bottom of the crankcase and you can clean out some of the sediment as well.



W. B. M. makes use of the vacuum cleaner principal in pulling oil out of the crank case

### Use of Pumps Advised

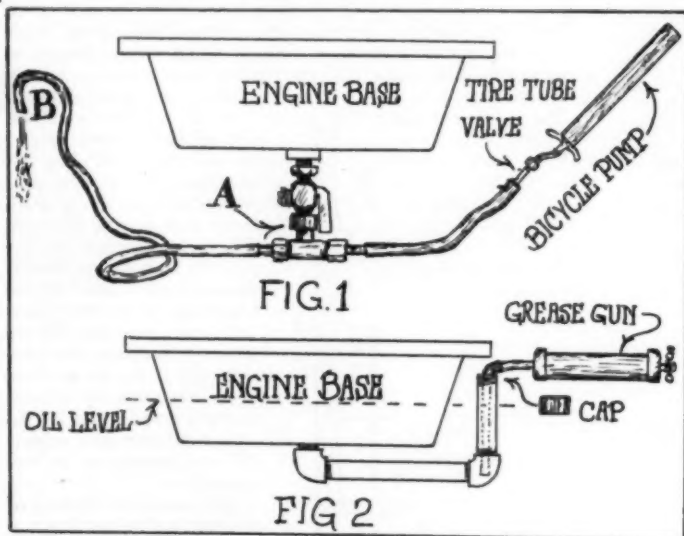
SEVERAL ways of taking the oil from the base of an engine are shown in the accompanying illustration—one using pressure and the other suction. In Fig. 1 a gasoline T union is made up with two lengths of rubber tubing. In one length is inserted a tire tube valve connected with a bicycle pump and on the other end just a section of tubing at least four feet long, the whole being readily attached to or disconnected from the drain cock at the point A.

When the drain cock is opened, the oil in the base falls by gravity into the tubing and slight strokes by the pump will force it into some receptacle at B. When the oil is about all out, it will sometimes be necessary to allow it time to settle into the tubing, then shut the drain cock and force it all out of the tubing. Needless to state, the apparatus should be cleaned out with gasoline after using.

Fig. 2 needs little explanation. Pipe is permanently made up as shown with a cap on the vertical section, the top of this section being at least three inches above the normal level of the oil in the base, when full. To drain oil,

the cap is removed and a grease gun, or other suction apparatus inserted and the oil drawn off by suction. This method is handy where the space between the bottom of the engine base and the bottom of the boat is small. With this arrangement, new oil should be added through the regular filler.

J. E. M., Norwich, Conn.



A little pressure system devised by J. E. M.

Then use flushing oil according to directions, clean the oil strainer and fill the crankcase with new oil.

You may get a little oil on your hands, but it will not be all over the boat, or in the bilge. This device is not yet on the market but if you care to wait a while, you can purchase the whole thing complete, self contained, ready to use.

W. B. M., Newburgh, N. Y.

### Rules for the Prize Contest

ANSWERS to the above questions for the September issue, addressed to the editor of *MoToR Boating*, 125 West 40th St., New York, must be (a) in our hands on or before August 25, (b) about 500 words long, (c) written on one side of the paper only, (d) accompanied by the senders' names and addresses.

The name will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before August 25. The editor reserves the right to make such changes and suggestions in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the questions on page 38, any article or articles sold by an advertiser advertising in the current issue of *MoToR Boating* of which the advertised price does not exceed \$25, or a credit of \$25 on any article which

sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of *MoToR Boating* of which the advertised price does not exceed \$5, or a credit of \$5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

# Where to Cruise

Useful Data for the Motor Boatman  
Who Plans to Spend His Vacation Afloat

**D**URING the present cruising season, MoToR Boating has received thousands of requests from motor boatmen for information on where to cruise and requests for detailed information on particular cruises which they have planned to take this summer. We doubt whether there has ever been so much cruising as during 1923. Congestion on automobile roads is emphasizing more and more the possibilities for a real vacation on water and yachtsmen everywhere who previously were satisfied with touring on land, are now spending their vacations afloat.

The motor boatmen's charts which we have published in each issue of MoToR Boating for nearly four years and which are now printed in book form, have been of much assistance to motor boatmen when cruising. The data on these pages also will supplement the information given on the motor boatmen's charts.

It should not be thought for a moment that we recommend cruising without the use of government charts. Those of the Coastwise waters are published by the Coast and Geodetic Survey, of the Department of Commerce, and

those of the Great Lakes are published by the Corps of Engineers, War Department.

Coast and Geodetic Survey charts are on sale at the agencies which have been established in most of the principal ports of the United States. They may also be purchased at the office of the U. S. Coast and Geodetic Survey, Washington, D. C. If ordered by mail, remittances should be by postal money order or certified check. The U. S. Coast and Geodetic Survey, Washington, D. C., also publishes a catalogue of charts giving the price, size, scale and area covered, of all charts, list of agencies, etc., which will be sent free upon request.

Charts of the Great Lakes may be obtained from the U. S. Lake Survey office, Old Custom House, Detroit, Michigan, also from the U. S. Engineers office, Buffalo, N. Y., Albany, N. Y., and New York City. Complete sets of Lake Survey charts are on file at the U. S. Engineers office mentioned above, also at Duluth, Milwaukee, Chicago, Grand Rapids, Cleveland and Oswego. Charts of the Canadian waters are published by the Department of Naval Service, Hydrographic Survey, Ottawa, Ontario, Canada.

## Cruise No. 1, New York to Albany

(Use MOTOR BOATING'S Charts Nos. 11 & 15)

**T**HE course for this cruise follows the Hudson River for its entire navigable length. It is a scenic route and admirably suited for motor boat cruising. For the first eighty miles, the water of the river is generally deep from shore to shore, but from Kingston, north, it is necessary to keep pretty close to the channel. However, this is well marked both by day and night aids to navigation, so there is no need for more than ordinary caution. Gasoline and supplies may be obtained at all of the more important cities. The swells and waves from the night boats make living aboard somewhat uncomfortable in anchorages too near the channel. The creeks at Kingston, Saugerties and Catskill, make ideal places to anchor for the night. At New York, the best points to anchor are at the Columbia Yacht Club at 86th Street, the Colonial Yacht Club at 140th Street, the New York Motor Boat Club at 147th Street, or Spuyten Duyvil Creek. At Newburgh, the Newburgh Yacht Club and the Poughkeepsie Yacht Club at Poughkeepsie extend their privileges to visiting yachtsmen. The Albany Yacht Club also welcomes all cruising boats.

There is considerable tidal current on the Hudson, the ebb reaching a maximum of four knots at times. Roughly, flood current flows for five hours and ebb for seven and a half. Slack water takes place from one to two hours after the time of local high and low water. To carry a favorable current all the way from New York to Albany, the motor boatman with a nine-mile boat should plan to start from the Battery two and a half hours after the time of low water. High water at Albany takes place 9½ hours after high tide at New York.

Coast & Geodetic Survey Chart Nos.	Distance Between	Total Miles From Battery, N. Y.	Total Miles From Albany
Battery.....	369	6	142
Columbia Yacht Club.....	4	10	136
Fort Washington Point.....	281	4	132
Spuyten Duyvil.....	281	3	129
Yonkers.....	281	4	125
Hastings.....	281	4	121
Tarrytown Light.....	281	6	115
Rockland Light.....	281	7	110
Stony Point.....	282	3	103
Peekskill.....	282	9	100
West Point.....	282	4½	91
Pallops Island.....	282	3	86½
Newburgh-Beacon.....	283	6½	83½
New Hamburg.....	283	8½	77
Poughkeepsie.....	283	7½	68½
Esopus Island.....	283	8	60½
Kingston.....	283	10½	51
Saugerties.....	283	10½	42½
Catskill.....	283	4	32
Athens-Hudson.....	284	4	28
Four Mile Point.....	284	3	24
Coxsackie.....	284	3	21
New Baltimore.....	284	1½	18
Coymans.....	284	4½	12½
Castleton.....	284	8	8
Albany.....	284	142	0

## Cruise No. 2, Albany to Buffalo

(Use MOTOR BOATING'S Charts Nos. 17)

**T**HE course for this cruise follows the New York State Barge Canal for its entire length, a distance of 367 miles. A considerable portion of the Barge Canal follows the Mohawk River which has been canalized, and over this portion

the route more nearly resembles river sailing than canalizing. In order to use the canal, it will be necessary to obtain a permit from the Commissioner of Public Works, Albany, New York. This permit may be obtained by mail or by personal application. It is only necessary to give the name of the boat, her length and the owner's name. There is no charge for a permit to navigate the State Barge Canals. The locks on the Canal, of which there are thirty-five, between Albany and Buffalo, are of such a size as to permit the largest motor craft to pass through. They are operated all days in the week, day and night. Many of the bridges over the Canal are of the lifting type and require only a few seconds' time to fully open them. Head room under the fixed bridges is limited to about fifteen feet and motor craft whose spars or awnings exceed this amount, will be required to remove them in order to use the Canal. There are frequent basins along the length of the Canal where it is possible for boats to tie up for the night. Provisions and fuel may also be obtained along the route of the Canal, although in some localities, it will be necessary to carry gasoline from garages to the Canal. However, if a large enough amount is required, oil wagons will generally drive down to the Canal from town making it possible to fuel up with extreme ease. The speed limit on the Barge Canal is more or less indefinite, the only restriction being that the waves and wash from the boats passing through the canal shall not be such as to wash or damage the banks, aids to navigation, etc. The Canal is well lighted at night so that it is possible to run twenty-four hours of the day if it is so desired.

Near Lock No. 25, which is 215 miles from Albany and 161 miles from Buffalo, the Cayuga and Seneca Canals leading to the lakes of the same names, join the Barge Canal. Near Lock No. 23, which is 175 miles from Albany and 192 from Buffalo, the Oswego Canal to Lake Ontario, joins the Barge Canal.

U. S. Lake Survey Chart Nos.	Distance Between	Total Miles From Albany	Total Miles From Buffalo
Albany.....	182	6.7	366.19
Watervliet.....	182	1.83	358.36
Troy, Federal Lock No. 1.....	182	1.67	356.69
Cohoes.....	182	.78	355.91
Waterford Junction, Erie and Champlain Canals.....	182	.82	355.09
Lock 2.....	182	.28	354.81
Lock 3.....	182	.62	354.19
Lock 4.....	182	.16	354.03
Lock 5.....	182	.28	353.75
Lock 6.....	182	.63	353.12
Guard Gate No. 2.....	182	1.33	351.79
Crescent.....	182	2.39	349.40
Dunsback Ferry.....	182	5.08	344.32
Vischer Ferry.....	182	1.47	342.85
Lock 7.....	182	3.83	339.02
Rexford Aqueduct.....	182	7.0	332.02
Lock 8 Scotia.....	182	4.82	327.20
Lock 9, Rotterdam Jct.....	182	6.16	321.04
Lock 10, Cranesville.....	183	2.72	318.32
Amsterdam.....	183	1.33	316.99
Lock 11, Guy Park.....	183	5.7	311.29
Lock 12, Tribes Hill.....	183	5.10	306.19
Fonda-Fultonville.....	183	4.58	301.61
Lock 13, Yost.....	183	7.90	293.71
Lock 14, Canajoharie.....	183	3.35	290.36
Lock 15, Ft. Plain.....	183	5.25	285.11
St. Johnsville.....	183	1.72	283.39
Lock 16, Mindenville.....	183	3.10	280.29
Guard Gate 3.....	183	4.41	275.88
Lock 17, Little Falls.....	183	4.19	271.69
Lock 18, Jacksonburg.....	183	4.13	267.56
Mohawk-Herkimer, Guard Gate 5 Ilion.....	183	1.97	265.59
Frankfort.....	183	2.90	262.69
Lock 19.....	183	3.00	259.69

U. S. Lake Survey Chart Nos.	Distance Between	Total Miles From Albany	Total Miles From Buffalo
Utica.....	183	7.30	114.27
Lock 20.....	3.08	117.35	252.62
Guard Gate No. 6.....	6.52	123.87	249.54
Rome—Gate No. 7.....	3.00	126.97	239.92
New London Junction.....	6.56	133.57	233.36
Lock 21.....	2.04	135.53	231.32
Lock 22.....	1.35	136.92	229.97
Sylvan Beach.....	184	4.35	141.27
Oneida Lake			
Cleveland 8.5			
Constantia 15.1			
Brennerton.....	184	21.40	162.67
Lock 23.....	185	2.9	165.57
Oswego Canal Junction.....	185	9.61	175.18
Three Rivers			
Cold Spring Bridge.....	185	6.79	181.97
Syracuse Junction			
To Syracuse 6.8			
Lock 24, Baldwinsville.....	185	5.05	187.02
State Ditch Bridge.....	185	4.80	195.82
Cross Lake.....	185	1.75	197.55
Weedsport Bridge.....	185	5.02	202.57
Montezuma.....	186	12.18	214.75
Cayuga & Seneca Canal Jct.....	186	5.2	215.27
Lock 25, Mays Pt.....	186	1.50	216.77
Lock 26.....	186	5.84	222.61
Clyde.....	186	2.36	224.97
Lock 27, Lyons.....	186	9.70	234.67
Lock 28A.....		1.27	235.94
Lock 28B, Newark.....		3.93	239.87
Port Gibson.....		3.80	243.67
Guard Gate No. 8.....		1.68	245.35
Lock 29, Palmyra.....		4.22	249.57
Lock 30, Macedon.....		3.00	252.57
Wayne.....		3.00	255.57
Fairport Bridge.....		4.63	260.20
Guard Gate No. 9.....		3.27	263.47
Cartersville, Guard Gate No. 10.....		2.40	265.87
Pittsford.....		1.60	267.47
Lock 32.....		2.10	269.57
Lock 33.....		1.30	270.87
Guard Lock, Rochester.....		3.60	274.47
Terminal 3, 20			
South Greece.....		7.60	282.07
Lock 34.....		2.30	284.37
Spencerport, Bridge 3.....		1.30	285.67
Adams Bridge 4.....		2.9	288.57
Brookport, Bridge 5-6.....		4.70	293.27
Guard Gate 12.....		90	294.17
Holley, Bridge 7.....		3.70	297.87
Guard Gate 13.....		.63	298.50
Hulberton, Bridge 8.....		2.37	300.87
Albion, Bridge 9-10.....		6.60	307.47
Guard Gate 14.....		1.1	308.57
Eagle Harbor, Bridge 11.....		2.2	310.77
Knowlesville, Bridge 12.....		3.0	313.77
Knowlesville, Bridge 12.....		3.0	313.77
Guard Gate 15.....		3.2	316.97
Medina, Bridge 13.....		1.4	318.37
Guard Gate 16.....		3.21	321.58
Middleport, Bridge 14.....		1.49	323.07
Guard Gate 17.....		4.9	327.97
Lockport, Bridges 16-17.....		6.4	334.37
Locks 34 & 35, Lockport.....		6	334.97
Guard Gate.....		4.50	339.47
Pendleton, Bridge.....		2.2	341.67
Martinsville.....		6.4	348.07
Tonawanda.....		4.4	352.47
Buffalo.....		14.42	366.89

### Cruise No. 3, Albany, Thousand Islands

Via the Champlain Canal, Lake Champlain and the St. Lawrence River  
(Use MOTOR BOATING Charts Nos. 16 & 17)

**T**HIS cruise from Albany, north, follows the Hudson River for about five miles to the entrance of the Champlain Canal which is a part of the New York State Barge Canal system. The Champlain Canal is modern in every particular and can be navigated by motor boats of all sizes and types. A permit must be obtained to use this Canal from the Commissioner of Public Works, Albany, N. Y., exactly as the permit to use the New York State Barge Canal, Albany to Buffalo, (see Cruise No. 2).

On the Champlain Canal, there are twelve locks between Troy and Whitehall, a distance of about sixty miles. The locks are operated at all times, day and night. Head room under the fixed bridges is limited to about fifteen feet. If the Canal is entered at Whitehall, its northern terminus, when cruising southward, it is best to have obtained one's permit in advance by mail from Albany; otherwise the boat will be held up at Whitehall until the receipt of the permit by mail from Albany which generally requires several days to arrive.

Lake Champlain is entered at Whitehall and from this point to Ticonderoga, a distance of about twenty-two miles, the lake is very narrow, more resembling a canal than a lake. From this point northward, Lake Champlain widens out until opposite Burlington, it is nearly ten miles across. Rouses' Point is just south of the International Boundary between the United States and Canada and twenty-five miles south of the northward extremity of Lake Champlain where the St. John's Canal is entered.

From the boundary line to Sorel on the St. Lawrence River, the distance is eighty-one miles. From the northern terminus of Lake Champlain, the Richelieu River is followed to St. Johns and thence to the Chambly Canal to St. Ours Lock and then the Richelieu River to Sorel which is forty-six miles below

Montreal. From Montreal, the route follows the St. Lawrence River, making use of numerous canals owned by the Canadian government to pass the rapids of the St. Lawrence. Navigation on these canals is free. It is closed by ice during the winter months and opens about the end of April.

### U. S. Lake Survey Charts Nos. 171, 172, 173, 174, 181

	Distance Between	Total Miles From Albany Via Champlain Canal and Lake Champlain	Total Miles From Montreal Via Champlain Canal and Lake Champlain
Federal Lock, Troy, N. Y.....			457.79
Cohoes.....	1.67	1.67	456.10
Waterford Bridge.....	1.32	2.99	454.78
Lock 1.....	2.28	5.27	452.50
Lock 2.....	3.50	9.17	448.60
Mechanicville.....	1.90	11.07	446.70
Lock 3.....	.63	11.70	446.07
Lock 4.....	1.83	12.53	444.24
Bemis Heights.....	3.24	16.77	441.00
Lock 5.....	11.06	27.83	429.94
To Schuylerville 12			
Thomson.....	1.04	28.87	428.90
Lock 6 Fort Miller.....	2.60	31.47	426.30
Guard Gate.....	2.07	33.54	424.23
Lock 7, Fort Edward.....	5.17	40.77	419.06
Lock 8.....	2.06	42.47	417.00
Dunhams Basin Bridge.....	1.70	42.47	415.30
Lock 9.....	4.10	46.57	411.20
Smith's Basin Bridge.....	.44	47.01	410.76
Port Ann Bridge.....	3.76	50.77	407.00
Conestock Bridge.....	3.94	54.71	403.06
Lock 11.....	.96	55.67	402.10
Lock 12, Whitehall.....	6.59	62.26	395.51
Ticonderoga.....	22.31	84.57	373.20
Crown Point.....	8.20	92.77	365.00
Port Henry.....	8.10	100.87	356.90
Essex.....	21.0	121.87	335.90
Burlington.....	11.0	132.87	324.90
Port Kent.....	3.0	135.87	321.90
Plattsburg.....	12.00	147.87	309.90
Rouses Point.....	24.50	172.37	285.40
St. Johns Canal Entrance.....	25.00	197.37	260.40
Chambly, Chambly Canal.....	12.00	209.37	248.40
St. Ours Lock, Richelieu River.....	32.00	241.37	216.40
Sorel.....	14.00	255.37	202.40
Montreal.....	46.00	301.37	156.40
Lachine.....	9.00	310.37	147.40
Cascade Pt., Lake St. Louis.....	14.60	324.97	132.80
Coteau Landing, Soulanges Canal.....	15.20	340.17	117.60
Cornwall, Lake St. Francis.....	52.60	372.77	85.00
Dickinson Landing.....	10.30	383.07	74.70
Ogdensburg.....	37.70	420.77	37.00
Alexandria Bay.....	37.00	457.77	.....

### Cruise No. 4, New York to the Thousand Islands

Via the Hudson River, New York State Barge Canal, Oswego Canal, Lake Ontario, St. Lawrence River  
(Use MOTOR BOATING Charts Nos. 17 & 24)

**T**HIS cruise between New York and Albany follows the Hudson River (see Cruise No. 1), and from Albany to the junction of the Oswego Canal, follows the New York State Barge Canal, (see Cruise No. 2), for a distance of 175 miles. From this point north to Lake Ontario, the Oswego Canal is followed, which is a portion of the New York State Barge Canal system and permit to navigate same is obtained in a similar manner as one for the New York State Barge Canal and the Champlain Canal. On the Oswego Canal which is twenty-three miles in length, there are eight locks. Lake Ontario is entered at Oswego. The run across Lake Ontario to the entrance of the St. Lawrence River at Cape Vincent is approximately forty-seven miles. From Cape Vincent to Alexandria Bay, a distance of twenty-four miles, the St. Lawrence River is followed by way of numerous channels among the Thousand Islands, either on the Canadian or American side of the International Boundary.

U. S. Lake Survey Chart Nos.	Distance Between	Total Miles From Oswego Junction	Total Miles From Alexandria Bay Thousand Islands
Oswego Jct., Route No. 2.....		2.39	89.89
Light Bridge No. 1, Phenix.....	2.39		87.60
Lock No. 1.....	3.2	5.59	84.40
Hinmansville Bridge.....	185	11.89	78.10
Lock No. 2, Fulton.....	185	.55	77.55
Lock No. 3, Fulton.....	185	6.45	71.1
Lock No. 5, Minetto.....	185	3.3	67.80
Lock No. 6, Oswego.....	185	.36	67.44
Lock No. 7, Oswego.....	185	.54	66.90
Lock No. 8, Oswego.....	185	.70	66.20
Lake Ontario, Oswego.....	22	26	40.20
Gallop Island.....	22	13.25	26.95
Tibbett Pt.....	22	2.70	24.25
Cape Vincent.....	22	7.0	17.25
Linda Island.....	22	6.5	10.75
Clayton.....	21	4.5	6.25
Thousand Island Park.....	21	6.25	.....
Alexandria Bay.....			.....

### Cruise No. 5, New York to Philadelphia

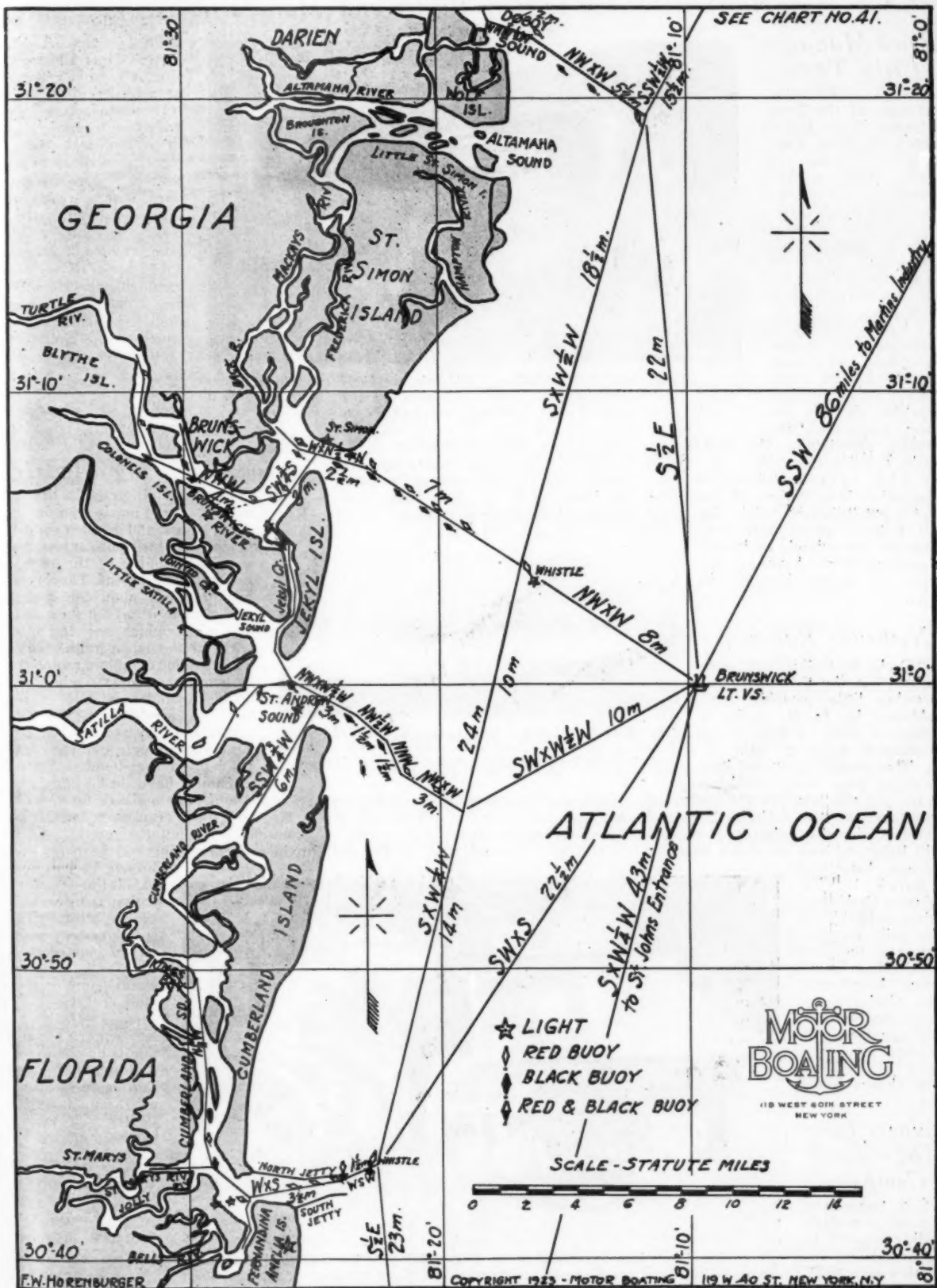
Via New York Bay, Raritan River, Delaware and Raritan Canal, Delaware River  
(Use MOTOR BOATING Charts Nos. 4, 25 & 26)

**T**HE course for this cruise leads from the Battery southward across New York Bay, through the Narrows, into the lower Bay to Perth Amboy. An alternative route is possible, going north of Staten Island, through  
(Continued on page 94)



# Motor Boatmen's Chart No. 46—Georgia Coast to Fernandina

Use with Coast and Geodetic Survey Charts Nos. 5, 157, 453, 446, 447, and 448



# Yard and Shop

Notes of Interest to Both Owner and Manufacturer

## Bosch Manager Visits Trade

W. L. Fetherston, manager of the Trade Division of the Robert Bosch Magneto Company, Inc., has returned from a three weeks' tour over the territory comprising the Eastern part of Pennsylvania, Delaware, Maryland, Washington, D. C., and the Southern part of New Jersey.

The trip was taken for the purpose of visiting and inspecting the Robert Bosch Service Stations operating in this territory, under the Philadelphia Distributor, the Motor Ignition & Parts Company. Mr. Havas of the latter organization accompanied Mr. Fetherston and both report conditions as being very good. All Robert Bosch representatives are exceedingly optimistic regarding future business, and report a steady increase in sales.

## News for Radioists

"Grebe Radio on Your Motorboat" is the title of an interesting little pamphlet just published by A. H. Grebe & Company, Inc., 74 Van Wyck Boulevard, Richmond Hill, N. Y. This pamphlet tells you how to enjoy your dance numbers, songs, and the thousand other forms of entertainment that a Grebe Broadcast Receiver, installed aboard your boat will bring, without overhead wires or storage batteries. Among other things a Grebe Receiver will give you daily weather reports together with other interesting broadcasts. The Grebe Company, according to this pamphlet, will arrange for every detail of installation aboard your boat.

## Expert Joins Splitdorf Company

S. S. Sonneborn, one of America's leading experts in the mould and insulation parts field,



First marine exhibit in Southern California was held recently at Long Beach. Fellows & Stewart, Naval Architects, exhibited in their booth a wide assortment of stock equipment which they handle in California

has joined the organization of the Splitdorf Electrical Company with headquarters at the company's factory at Newark, N. J. For many years, he acted as general manager of the

electrical, ignition, and radio fields.

## New Red Wing Models

An interesting addition to the line of Red Wing Thorobred marine motors, is a new single and double cylinder model. An insistent demand for a smaller engine of the recognized quality of the Thorobred has prevailed upon the manufacturers to bring out these two new sizes which are equipped with all the latest refinements. The single cylinder motor is known as a model K, while the double cylinder is KK. The bore and stroke is  $3\frac{3}{4}$  by  $4\frac{1}{4}$  inches and they are rated at 4-5 h.p. in the single cylinder and 7-8 h.p. in the double. These machines have been carefully designed and built and are fitted with a large  $1\frac{1}{2}$ -inch crankshaft, which is scientifically counterbalanced. The main and connecting rod bearings are

bronze backed and babbitt lined. Lubrication is by means of a circulating splash system, with no oil cups necessary. A bronze water pump of the plunger type insures ample cooling water. Ignition is by means of a Bosch high tension magneto fitted with an impulse starter. No effort has been spared to make this a strong, reliable engine, combining all the refinements of latest usage. In the double cylinder (Continued on page 57)



Blue Streak, a Lawley built runabout owned by John Morrison of New York and powered with a four-cylinder model GR Sterling engine. Speed is 34.8 miles

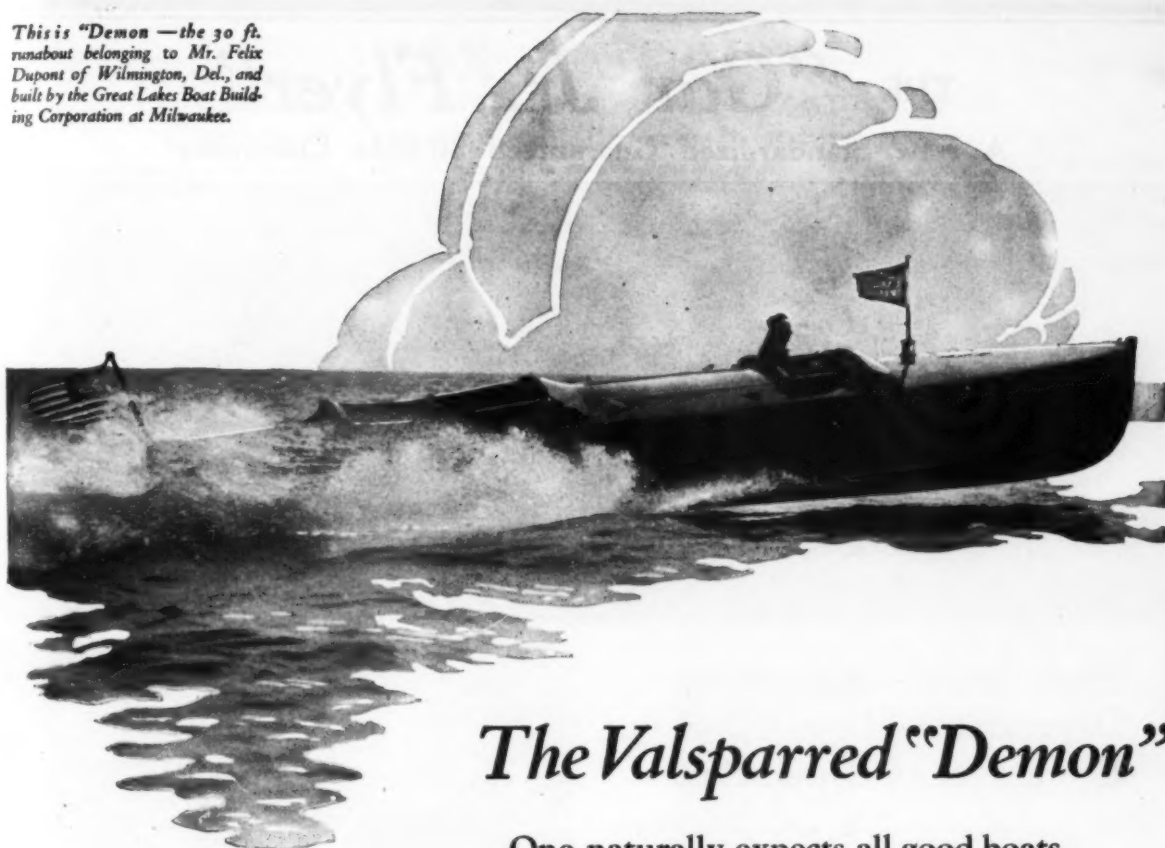
per hour. Electrose Manufacturing Company and his associations in the electrical field generally are international in scope.

The move is indicative of the well



An ancient dory which was found on the Boston fish pier, has been used as a model by the L. W. Ferdinand Company, to demonstrate the effectiveness of their products

This is "Demon"—the 30 ft. runabout belonging to Mr. Felix Dupont of Wilmington, Del., and built by the Great Lakes Boat Building Corporation at Milwaukee.



## The Valsparred "Demon"

One naturally expects all good boats to be Valsparred. In yachting circles, it is universally agreed that Valspar Varnish gives the maximum of beauty, durability and protection. Rush of water, racking vibration of powerful engines, sun, storm, spattering oil and gasoline—none of these things can spot, whiten, or injure Valspar. Its supreme waterproofness and elasticity make it by far the best Varnish for marine purposes.

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A 50-ft. twin screw motor yacht with sustained high speed, free of vibration, and remarkable seagoing qualities (as demonstrated by GAR JR. II in various long distance ocean races).

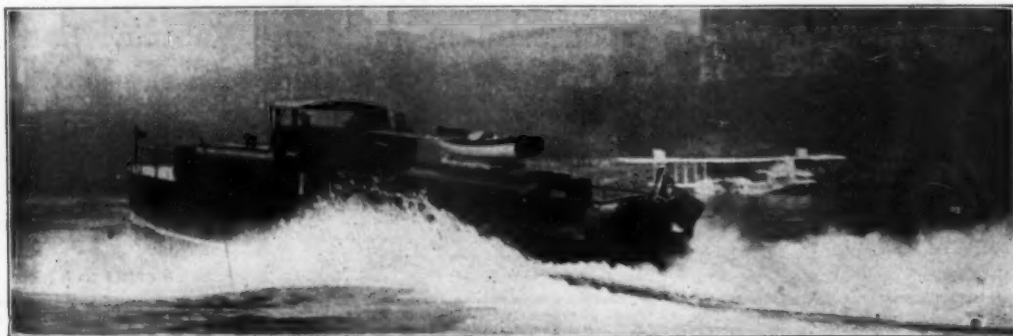
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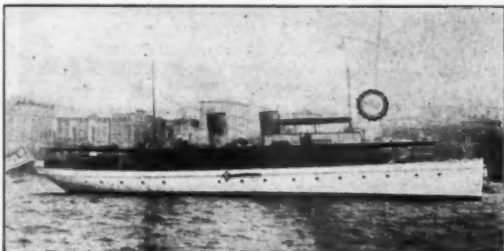
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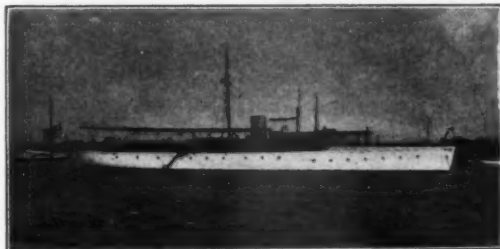
NAVAL ARCHITECTS—MARINE INSURANCE—YACHT BROKERS

25 BROADWAY, CUNARD BUILDING (Morris Street Entrance), NEW YORK

On this page are shown a few representative yachts selected from our large lists. Should none appeal kindly acquaint us with your requirements. Full information regarding costs to build, purchase or charter yachts of all types gladly furnished.



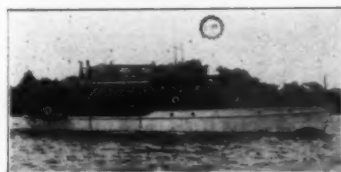
No. 3464—For Sale—Modern, roomy, twin screw, cruising motor yacht; 110' x 21' x 5.8'. Lawley built in 1917. Speed 12-13 miles. Two 100 H.P., 6 cylinder Speedway heavy duty motors. Splendid accommodation, includes large dining saloon, living room, galley and toilet room on deck. Five staterooms, two bathrooms below deck. All conveniences. In excellent condition. Available at attractive figure, as owner going abroad for extended period. Cox & Stevens, 25 Broadway, New York.



No. 885—For Sale or Charter—Handsome 120' twin screw steel motor yacht. Exceptionally able. Speed up to 17 miles. Two 225 H.P. 6 cylinder Winton motors. Splendid accommodations: Deck dining saloon, three double staterooms, besides saloon. Our design. Cox & Stevens, 25 Broadway, New York.



No. 1662—For Sale or Charter—Attractive 90-ft. modern power houseboat. All the comforts of a country home. Large saloon, four staterooms, two bathrooms, handsomely furnished. Cox & Stevens, 25 Broadway, New York.



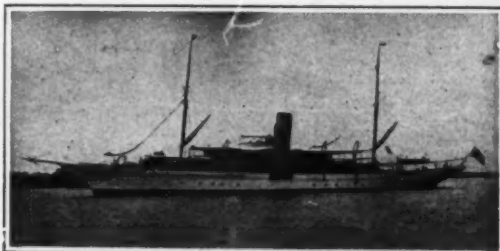
No. 2714—FOR SALE—Immediate delivery in commission, roomy 62 ft. cruising power yacht. Speed 11 miles; 60 H.P. motor, double stateroom, two saloons, bath and toilet room. Excellent condition. Bargain. Cox & Stevens, 25 Broadway, New York.



No. 2104—For Sale—Exceptional opportunity to purchase at bargain figure, beautifully finished and furnished 57' bridge deck cruiser. New 6 cylinder, 50 H.P. Standard motor installed 1922. Bridge control. Large double stateroom and saloon. In commission. Seen this city. Cox & Stevens, 25 Broadway, New York.



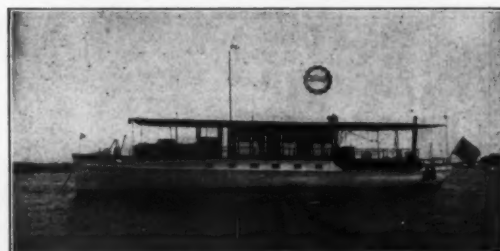
No. 3620—For Sale—In Commission—Unusually attractive high speed twin screw bridge deck cruiser. Speed up to 26 miles. Two 6 cylinder Sterling motors. New 1922. Double stateroom, two transoms in saloon, toilet room, galley, etc. Roomy bridge deck and large cockpit. Excellent condition throughout. Price very reasonable. Cox & Stevens, 25 Broadway, New York.



No. 341—For sale or Charter—Large, sea-going steam yacht. Palatial accommodation. Unusual opportunity. Several similar larger and smaller available craft. Cox & Stevens, 25 Broadway, New York.



No. 970—Sacrifice—98 ft. Lawley built twin screw cruising power yacht. Speed up to 16 miles. Standard motors. Deck dining saloon, three double and one single staterooms, two bathrooms, etc. Teakwood deck house and deck trim. Cox & Stevens, 25 Broadway, New York.



No. 2502—For Sale or Charter—(In commission.) Remarkably roomy twin screw semi-houseboat cruiser, 78' x 18.6' x 3'. Speed 11 miles. Two 20th Century motors (new 1922). Saloon and stateroom with double berth in deckhouse. Below forward are main saloon, two double and one single staterooms, shower bath, toilet, also dining saloon. Available at attractive figure. Cox & Stevens, 25 Broadway, New York.

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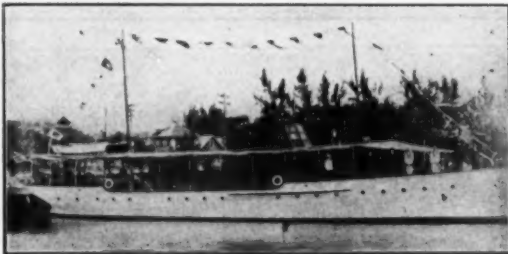
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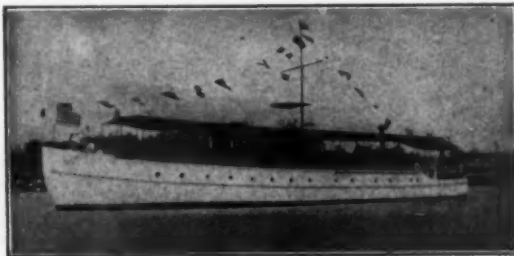
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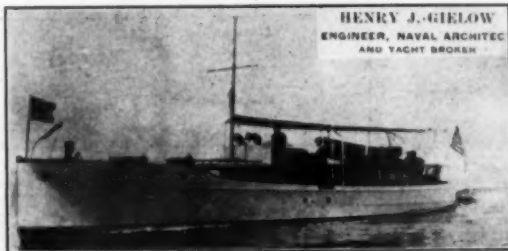
No. 7866—For sale—Best purchase for quality at reasonable price. 93' x 18' x 3' 10". Desirable for Florida and Cuba. Twin screw, handsome, a/c cruiser in commission. Owner abroad. Built 1918 by prominent firm. Speedway motors. Speed 12-14 miles. Teak deck trim, three double, one single staterooms, bath, deck saloon. Large crew quarters. Condition 100 per cent. Complete. Henry J. Gielow, Inc., 25 West 43rd St., New York City.



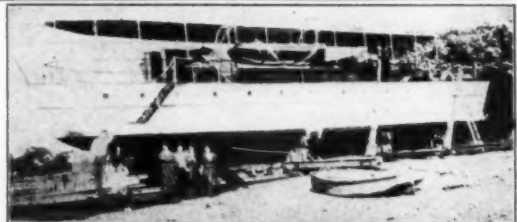
No. 7896—For Sale—Most attractive sedan day cruiser. Gielow designed. Lawley built, mahogany planked. Speedway engines, 18 mile speed, used but very little, price attractive. Further particulars furnished upon application to H. J. Gielow, Inc., 25 West 43rd St., New York City. Telephone: Murray Hill 9134.



No. 8007—For Sale or Charter—Desirable twin-screw cruising houseboat suitable Florida and Northern waters. 88 ft. x 19 ft. x 3 ft. 6 in. 20th Century motors. Boat entirely overhauled and refitted 1920, three double and one single staterooms, saloon, deck saloon, sleep 8. Electric light and heating plants new 1920. Bath, two toilets. Has cruised Florida each year, good sea boat. Reasonable. Henry J. Gielow, Inc., 25 West 43rd St., New York City.



No. 7251—For Sale—Elco, 50' cruiser. Finest condition. Just put in commission. Complete, able seaboat. 150 H.P. Sterling. Speed 11-13 miles. Had but one owner and used four seasons as day cruiser. Condition like new. Handsome model. Electric plant. Sleeps four to six. Henry J. Gielow, Inc., 25 West 43rd St., New York City.



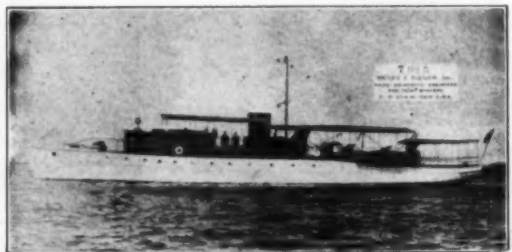
No. 7039—FOR SALE—CHARTER—In commission, New York. Desirable modern twin screw motor yacht. 50 H.P. Speedway. Speed 12 miles. Able and steady. 70' x 12' x 3' 3". Electric lights. Edison batteries. Fine condition. Two double, single and main saloon. Sleeps 6-8. Price low. Mahogany finish. Large deck room. Headroom 6' 6". Henry J. Gielow, Inc., 25 West 43rd St., New York City.



No. 7007—For Sale—58 foot raised deck power yacht, built especially for New York-Bermuda races. Most substantial construction used throughout. Has proved wonderful sea boat. Standard engine recently overhauled by builders. New storage batteries, awnings, bedding and upholstery. Has spacious owner's stateroom aft, with engine amidships, crew's quarters, galley and engine room forward. Owner reports boat in splendid condition. Price attractive. Full information Henry J. Gielow, 25 West 43rd St., New York City.



No. 7054—For Sale—In commission, most attractive 61 ft. twin screw power yacht. Two double and single staterooms. Pullman berth in lobby. Bathroom and toilet room. Two 150 H.P. motors. Speed 15-16 miles. Large deck house and enclosed bridge. All in excellent condition throughout. Henry J. Gielow, Inc., 25 West 43rd St., New York City.



No. 7013—For Sale—Opportunity to buy only Diesel yacht available at reasonable price. 110' x 18' x 6' 6". Copper sheathed, heavy construction, an able seagoing yacht in fine condition. Three large airy staterooms, bath, deck saloon. Two 6 cylinder Diesel motors at speed 10 knots, fuel consumption 10 gallons per hour. Cost sixty cents per hour. 2500 mile radius. Electric fans, screens, ice machine, three toilets. Has twice cruised West Indies, last one made 1922. Entirely overhauled. Henry J. Gielow, Inc., 25 West 43rd St., New York City.



# TAMS & KING

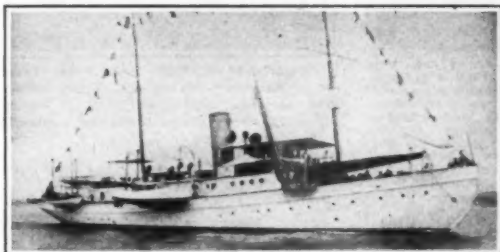
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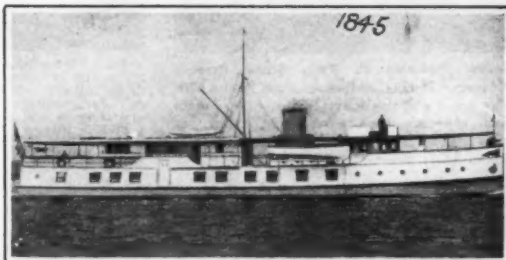
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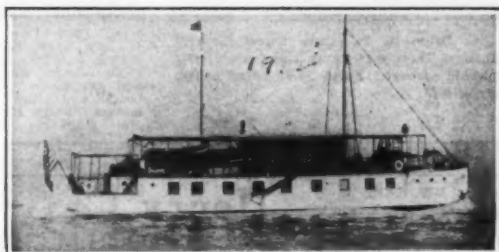
No. 268—Sale—Ocean-going steam yacht—168' x 127' 7" x 24.8' x 12' 9" draft. Built 1918. Commodious owner's accommodations—Completely and thoroughly overhauled, refitted and refurnished under our supervision in Fall 1920.



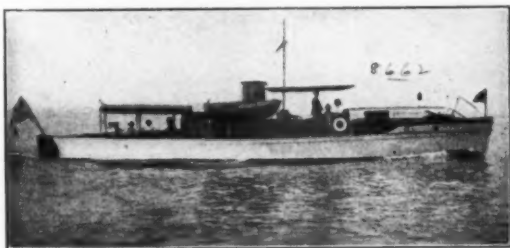
No. 1845—Sale—Modern Triple Screw Houseboat—120' 9" x 21' x 3' draft. Designed by Tams & King and built in 1920—3 Melts & Weiss Oil Engines—8 staterooms, 4 bathrooms, dining saloon, deck sitting room, etc.



No. 8150—For Sale—Price attractive—110' single screw offshore motor yacht, 6 cylinder, 220 H.P. Standard motor. Three staterooms, two being double, saloon and sitting room, bathroom, galley, engine room and crew's quarters. Inspectable New York waters.



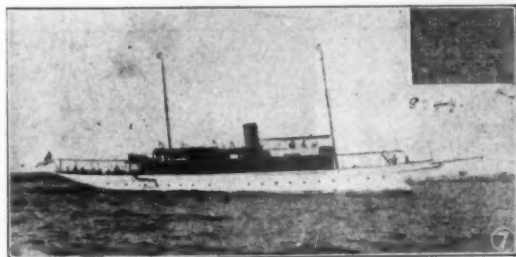
No. 1912—Sale—Charter—Attractive 77' Houseboat—2-50 H.P. Standard Motors—Speed 11 miles—4 staterooms, dining saloon, deck saloon and 2 bathrooms.



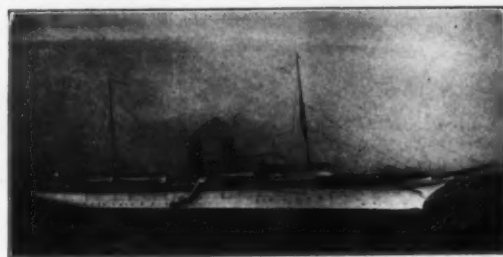
No. 8602—Price reasonable. Twin screw 60' fast cruiser. Two 90 H.P. Sterling motors. Inspectable Maine waters.



No. 8978—For Sale—Raised deck semi-day cruiser. 200 H.P. Sterling motor. Speed 20 miles per hour. In the very best of condition. Price reasonable.



No. 8749—For Charter—Largest motor yacht available for charter, 154' x 20' x 7' draft. Two 200 H.P. Winton motors. Six owner's staterooms, four bathrooms, maid's room, dining, music and sitting room.



No. 145—For Sale—Charter—Price attractive, fast twin screw ocean going steam yacht, 252' overall, 28' 6" beam and 14' draft. Nine staterooms, seven bathrooms and six saloons. In good condition and fully equipped.

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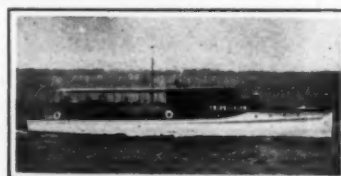
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No. 2390—54 ft. Twin Screw Express Cruiser. Double stateroom, main cabin with two upper and two lower berths. Two toilets and shower. Two berths and toilet for crew. Two 150 H.P. Van Blerck motors. Speed 22-24 miles.



No. 2384—Canadian power yacht, twin screw, 65 ft. long, 12 ft. beam, 4 ft. 2 in. draft. Built in 1919. Heavily constructed and exceptionally roomy. Four staterooms and large saloon, about 12 ft. long, with four berths. Sleeping accommodations for ten people. Two toilets. Large galley. Mahogany deckhouse. Two Sterling motors. Speed 12-16 miles. Electric lights, separate lighting plant, etc. Price attractive.



No. 2020—80 ft. Twin Screw Power Yacht. Three staterooms; Saloon and Dining saloon. Two toilets and bath. Two 150 H. P. Motors. Speed 18 miles. Electric lights, etc. Splendid proposition.



No. 2014—70 ft. Twin Screw Express Cruiser. Three staterooms, main saloon, etc. Splendid seaboat. Speed 20-25 miles. Price attractive.



No. 1280—Twin screw power cruiser. 58 ft. long, 13 ft. beam, 4 ft. draft. Built by Mathis Yacht Building Co. One double stateroom. Large main cabin, with one double and two single berths. Two toilets. Two berths and toilet for crew. Two Standard motors. Speed 10-12 miles. Electric lights, etc. Good proposition.



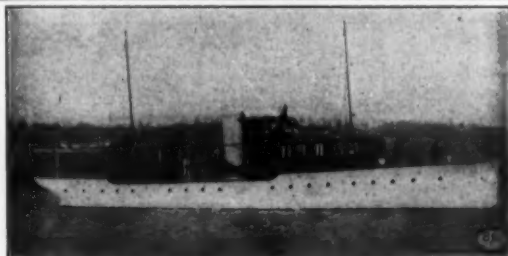
No. 1388—45-foot Cruiser; double stateroom; three transom berths in main cabin, toilet, etc. Berth and toilet for crew. 45-75 H.P. Sterling Motor. Speed 10 miles. Electric lights. Price \$3,750.00. Inspectable Michigan.

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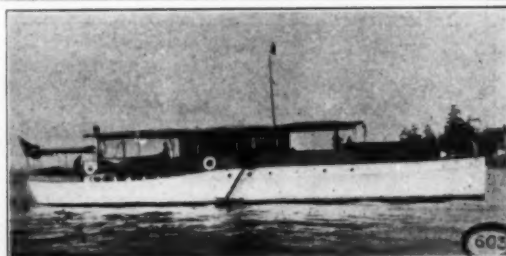
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No. 890—For Sale—Modern 95 ft. twin-screw motor yacht. Speedway motors. Speed 12 to 14 miles. Deck dining and music saloon, four staterooms, bathroom and all modern conveniences. Large deck space. Handsomely furnished. Henry C. Grebe & Co., Inc., 6 North Michigan Ave., Chicago, Ill.



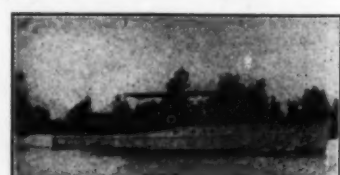
No. 603—For Sale—Twin-screw cruiser with houseboat accommodations. 84' x 10' 8" x 3' 6". Three double staterooms, three toilets and baths, two saloons. Powered with heavy duty 20th Century motors. Speed 12 to 14 miles. Excellent condition throughout. Reasonable price. Henry C. Grebe & Co., Inc., 6 N. Michigan Ave., Chicago, Ill.



No. 1019—For Sale—60 ft. twin-screw express cruiser. Excellent seaboat. Speed up to 22 miles per hour. Accommodations excellent. Price reasonable. Henry C. Grebe & Co., Inc., 6 North Michigan Ave., Chicago, Ill.



No. 1052—For Sale—45 ft. hand design V-bottom cruiser. Practically new. Built of solid mahogany, natural finish. Large, partly enclosed bridge deck, double stateroom aft, four berths in main cabin, two toilets. Attractively furnished and in excellent condition. Very seaworthy. Henry C. Grebe & Co., Inc., 6 North Michigan Ave., Chicago, Ill.



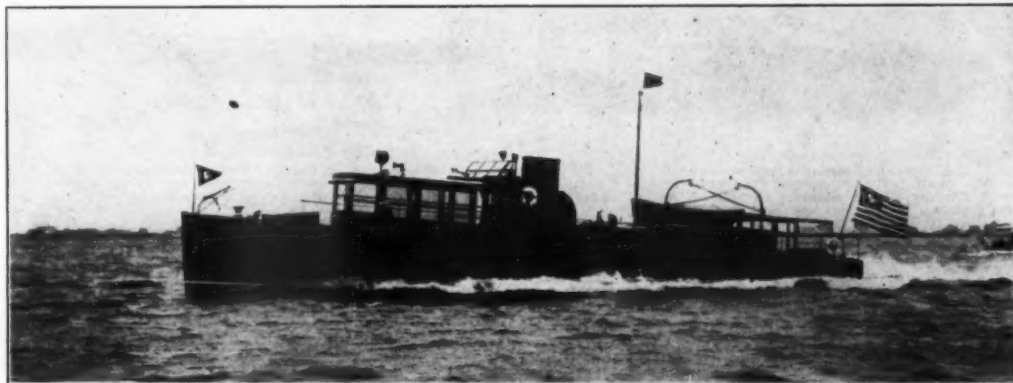
No. 173—For Sale—Very attractive bridge deck cruiser, 55' x 13' x 4'. Powered with a 6 cylinder Sterling motor. Has large main saloon forward, double stateroom and bath in owner's quarters. Beautifully finished in mahogany. In excellent condition. Reasonable price. Henry C. Grebe & Co., Inc., 6 North Michigan Ave., Chicago, Ill.

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No. 541—For Sale—The last word in modern express cruiser type. Dimensions 67' x 13' 6" x 3' 4". Designed by Bowes and built by Mathis in 1922. Double planked with mahogany and finished in mahogany throughout, and as good as new. Cabins, deck house, etc., all beautifully furnished and decorated in finest style. Two double staterooms, two berths in saloon, bathroom with shower, two toilets. Independent lighting system. Power plant consisting of two Murray and Tregurtha model K engines, 300 H.P. each. Speed 30 M.P.H. If you are looking for the very best your search is ended. Apply RIGG'S YACHT AGENCY, 350 Madison Ave. (at Forty-fifth St.), New York.



No. 542—Auxiliary ketch for sale. 30' x 12' x 5' 2". Has one double stateroom and fine galley and two berths forward. Comfortable accommodations for four people. Frangible motor, 4 cycle, 2 cylinder 10 H.P., new 1921. This little packet has been well owned and well kept up at all times and must be seen to be appreciated. Is a wonderful sea boat and will steer herself indefinitely. Not a thing the matter with her, except that the owner, poor fellow, just got married. For particulars apply RIGG'S YACHT AGENCY, 350 Madison Ave. (at Forty-fifth St.), New York.



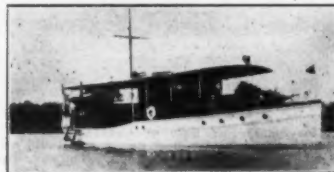
No. 428—For Sale—Bank president's yacht for sale at bank clerk's price. Cost \$22,500, and owner will sacrifice for \$7,500 and deliver the boat in commission. Dimensions are 48 1/2' x 9 1/2' x 3'. Boat new in 1920. Two toilets. Two Sterling motors model F. S. 130-145 H.P. each. Speed 22 M.P.H. Delco lighting system. You will have to act very quickly to stop someone else getting her. Apply RIGG'S YACHT AGENCY, 350 Madison Ave. (at Forty-fifth St.), New York.



No. 623—For Sale by an Estate—50' bridge deck cruiser built by Mathews in 1914. Sterling motor, 96 H.P. Model G. H. new 1921. Exceptionally fine accommodations, including two double staterooms and four berths in the saloon. 6' 3" headroom throughout. Has cruised all over the Great Lakes and from New York to Miami. Is considered one of the best seaboats ever turned out by Mathews. Bargain price for quick sale. If you mean business wire at our expense, if not, at your own, to RIGG'S YACHT AGENCY, 350 Madison Ave. (at Forty-fifth St.), New York.



No. 207—For Sale—Twin screw power cruiser with very large deck house. Dimensions, 72' x 15' x 3' 10". Designed by Mower and built by Binney in 1917. Two double staterooms aft, one double stateroom forward. Forecastle with two berths. Large saloon. Three toilets. All apartments well ventilated and light and airy. Motors are two new 45-55 H.P. Sterlings. This boat has cruised to Florida, the Gulf, Great Lakes and all over the shop, and is about as good a seaboat as you can find in a day's run. For full particulars, price, etc., apply to RIGG'S YACHT AGENCY, 350 Madison Ave. (at Forty-fifth St.), New York.



No. 540—For Sale—Cruising power yacht with accommodations of a houseboat. Dimensions, 75' x 16' 3" x 3' 6". New 1916. Two double and one single staterooms. Two 20th Century motors, 65-75 H.P. each. Speed 15 M.P.H. All fittings, furnishings, etc., best that money can buy. Boat in perfect condition throughout and in commission near New York. For full particulars apply RIGG'S YACHT AGENCY, 350 Madison Ave. (at Forty-fifth St.), New York.



## WILLIAM GARDNER & CO.

*Naval Architects, Marine Engineers and Yacht Brokers*

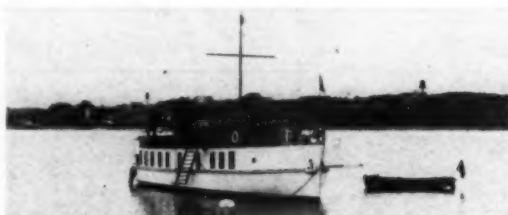
Phone 8638 Bowling Green

No. 1 BROADWAY, NEW YORK

Cable Address: Yachting, N. Y.



No. 1852—Offered by Estate—Twin screw power yacht, 95' x 16' x 4' 6". Built 1917. Flush deck type with continuous deckhouse. Two 6 cylinder Winton motors. Everything first class condition. Offer desired.



No. 27H—For Sale or Charter—Power houseboat, 70' x 16' 6" x 3'. Two 6 cylinder Sterling motors. Deck dining saloon. One single and three double staterooms, two bathrooms, etc.



No. 1949—Able raised deck cruiser, 62' x 12.9'; new 8 cylinder Sterling motor. Speed 13 1/4 miles. Single and double stateroom, main saloon, etc. In first class condition.



No. 2459—For Sale—High grade 95' x 18" twin screw motor yacht. Six cylinder Speedway engines. Speed 12-14 miles. Enclosed bridge. Dining saloon and music room in deckhouse. Four comfortable staterooms, bathroom, etc. First-class equipment. In commission.

WILLIAM GARDNER & CO. HAVE A COMPLETE LIST OF YACHTS OF EVERY DESCRIPTION FOR SALE AND CHARTER. PLANS, PHOTOS, AND FULL PARTICULARS FURNISHED ON REQUEST

## FRANK BOWNE JONES

TELEPHONE  
Whitehall 1170

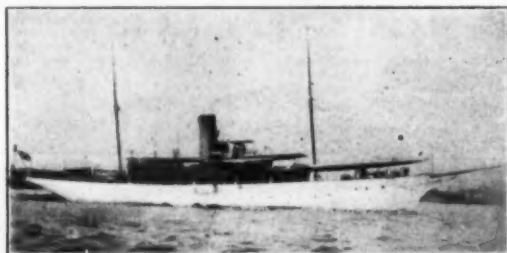
YACHT AGENT and SHIP BROKER

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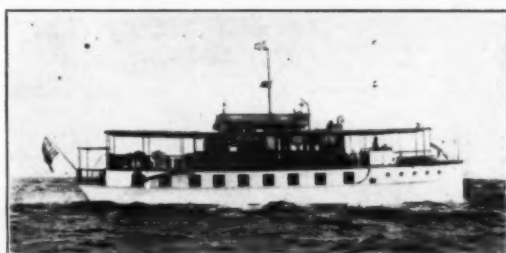
CUNARD BUILDING, 25 BROADWAY, NEW YORK

OFFICE No. 1051

SALES AND CHARTERS—NAVAL ARCHITECTURE—MARINE INSURANCE



No. 5620—For Sale or Charter—195 ft. seagoing steel steam yacht. Classed A1. Best design and build. Splendid vessel. Frank Bowne Jones, Yacht Agent, 25 Broadway, New York.



No. 1642—For Sale—72 ft. Mathis power house yacht, with deck saloon, dining saloon, three staterooms and two bathrooms. Two Standard motors. Frank Bowne Jones, Yacht Agent, 25 Broadway, New York.



No. 1888—For Sale—52 ft. bridge deck cruiser in excellent condition. Two cabins, large cockpit aft. Sterling motor. Speed 12-16 miles. Frank Bowne Jones, Yacht Agent, 25 Broadway, New York.



No. 6028—For Sale—62 ft. Herreshoff express cruiser now in commission. Excellent accommodations. Speed 18-23 miles. Two Sterling motors. Frank Bowne Jones, Yacht Agent, 25 Broadway, New York.



No. 1234—For Sale—Great Lakes 76 ft. twin screw express cruiser. Saloon, two double staterooms and bath. Engines new 1922. Frank Bowne Jones, Yacht Agent, 25 Broadway, New York.

## THE MOTOR BOATING MARKET PLACE

The rate for "For Sale" and "Want" advertisements is 8 cents per word, minimum \$2.00. If an illustration is used, the charge is as follows, which includes the making of the cut:

Cut one inch deep, two inches wide..... \$ 9  
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### Opportunities for the Motor Boatman

Before you buy or before you sell examine the exceptional buying and selling opportunities under this heading. They comprise the best offers of the month. Please mention MoToR Boating.



## JOLLY BEGGAR — FOR SALE

### Champion Single-Engine Express Cruiser of the World

Just Won Express Cruiser Championship of Connecticut River  
and Express Cruiser Championship of Long Island Sound

A brand new V-bottom cruiser, designed by Wm. H. Hand, originator of the V-bottom type, and built in 1923 by the Portland Boat Yard, Portland, Conn. Mahogany hull, finished bright and the finest of fittings throughout. Length 39 ft.; beam 9 ft.; draft 2 ft. 6 in.

Speed 30 miles. Powered with 300 H.P. Wood-Fiat marine engine. Electric starter and electric lights. Equipment includes powerful electric searchlight with distance control, Strombos air horn, 9 ft. cedar dinghy and everything that belongs on a boat of this character.

Two cabins, sleeping four in forward cabin and four in aft cabin. Two toilets. Complete galley with sink, stove, icebox, etc. Large bridge amidships with windshield and storm curtains.

Now in commission and ready for immediate delivery. An excellent boat for Northern or Southern use.

For complete information and prices address Box 78, MoToR Boating

**FOR SALE**—35' x 10' x 3' bridge deck cabin cruiser in excellent condition. 4 cylinder heavy duty Scripps marine motor, shipmate kerosene stove, refrigerator, sink, toilet, clothes press. Sleeps six. \$2200 is a bargain price for this. C. B. Gildemeister, 2760 Third Ave., Detroit, Mich.

**FOR SALE**—34' x 9' raised deck cruiser. 30 H.P. 6 cylinder motor. \$2000. J. Freygang, 460 Second Ave., College Point, Long Island, N. Y.

**FOR SALE**—Day cruiser, 36' x 7' 0", draft 2' 0". Scripps engine, toilet, lavatory, galley, electric lighted, mahogany trim, fully found, best construction. Hull and engine in perfect condition. Apply D. Wallace Murdock, Clifton, Jefferson County, N. Y.

Auxiliary schooner yacht "Loyal." Length 68', beam 19', depth 8'. Centerboard. Sterling engine. Available New York for sale or charter. Auxiliary sloop "Elizabeth C." Length 46', beam 14', depth 8'. Frisbie engine. Available New York for sale or charter. W. H. Rutland, 56 Wall St., New York.

Party boat flush deck, 30' x 9'. 15 H.P. heavy duty engine. Clutch, toilet. Speed 10 miles. Demonstration Sunday. \$450. A. Giusti, 143 West 116th St., New York City.

When writing to advertisers please mention MoToR Boating, the National Magazine of Motor Boating, 119 West 40th Street, New York

### Wanted

#### MOTOR BOAT CRUISER

45 to 60 feet overall. Twin screw preferred. Photo and full particulars.

Post Office Box 83, Rydal, Penna.

**FOR SALE**—Heavily built yawl rigged "Sea Bird," designed by Mower. Launched May 28, 1923. Complete cabin, Matthew's stoves, ice box. 300 lb. iron centerboard. F. S. Gibson, Mobile, Ala.

**FOR SALE**—28' runabout, mahogany deck, cockpit, etc. 4 cylinder motor, completely overhauled, excellent condition. Price \$1,000. Address Owner, 139 Bayview Ave., Northport, L. I., N. Y.

**WANTED**—To buy Speedway, Model L, 6 cylinder or similar engine 125 H.P., 500 to 600 R.P.M. Not interested in Sterling. Address Engine, care MoToR Boating.

**For Sale**—New and rebuilt marine engines. Write for list of bargains. Anderson Engine Co., 4032 No. Rockwell St., Chicago, Ill.

**FOR SALE**—Half cabin Sea Bright cruiser. Launched new August 20, 1922. 30' long, 8' beam, 60 H.P. J. V. B. motor (J. Van Blerck, starter, copper tanks, toilet, water tank, ice box. Speed 14 to 15 miles. Fully found. Cost \$5200.00, sell \$3000.00 Address "F. M. G." care MoToR Boating.

**FOR SALE**—Raised deck cruiser, 30' x 8 1/4' beam, 2 1/2' draft, 25 x 35' Sterling engine with starter and lighting system; complete inventory; large cockpit; comfortable, seaworthy, one man boat; in good condition. Whittaker design. In commission and ready to use. Price \$2,000.00. Jeremiah Robbins, Babylon, L. I., N. Y. Telephone: Babylon 22.

Cruiser, 48' x 9' raised deck in commission; completely and modernly outfitted; one man control. Palmer engine, new; three cabins, sleeps seven. Rieger, 521 W. 151st St., New York City.

**TRIMOUNT  
WHISTLE BLOWER  
OUTFITS**  
Friction contact with  
engine flywheel.  
3 sizes.

**TRIMOUNT  
ROTARY HAND  
BILGE PUMPS**  
All bronze composition.  
Suction lift 6  
to 20 feet.  
3 sizes.

A tremendous success—a high-speed, bronze Power Pump for \$15.00

**TRIMOUNT ROTARY POWER CO.**  
294 Whiting Ave., East Dedham, Mass.

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## THE MOTOR BOATING MARKET PLACE

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Cut one inch deep, two inches wide..... \$ 5  
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### Opportunities for the Motor Boatman

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For Sale—Enclosed bridge deck cruiser, 41' 6" x 10' 6" x 3' 6". Two staterooms; two toilets. 6 cylinder 60 H.P. engine. Boat has been well cared for. Is in good running condition. Apply to Consolidated Shipbuilding Corporation, Morris Heights, New York City. Telephone: Bingham 1300.



For Sale—One of Rochester's high grade enclosed bridge 40' cruisers. Built in 1920 and equipped with 6 cylinder G. R. Sterling motor. Finest 40-footer afloat. Cost \$14,000, will sell for \$7,500. In water at Rochester. Write for complete data. Rochester Boat Works, Inc., 10 Charlotte St., Rochester, N. Y.

**FOR SALE**—One 4 cylinder, 6 x 8, 32-3" Standard heavy-duty marine engine. Complete with propeller, bronze shaft, Bosch high-tension magneto and separate jump spark battery system. Engine rebored and new clutch installed in 1921. Factory No. 092. Price \$1,100 f.o.b. Washington, D. C. One 50-54 heavy-duty Standard Marine engine, 6 cylinders, 6 x 8, completely rebuilt. (Make offer.) One 5 KW. Winton direct connected generating plant, either 65 volts or 110 volts. \$400.00 f.o.b. Washington, D. C. Two 2 1/2" x 14" Tobin bronze shafts, \$65.00 each f.o.b. Washington, D. C. One set galvanised marine lamps for 100' vessel, \$20.00. One 110 volt, 15 amp., single cylinder, direct connected, Carlisle Finch direct connected generating set, \$150.00 f.o.b. Washington, D. C. Percy M. Child, 1110 Fourteenth St., Washington, D. C.

**WANTED**—Two boat engines, preferably six cylinder, about 75 H.P. at 1000 to 1200 R. P. M. Reverse gears not necessary. State full particulars, lowest cash price. Address "Speedboat," care MoToR Boating.

**WANTED**—Reduction gear on angle, similar cross gear about 300 H.P. Please state full particulars, lowest cash price. Address "Speedboat," care MoToR Boating.

**FOR SALE**—Bridge deck cruiser, Hands design "V" bottom type. 45' x 11' x 3 1/2", 6 cylinder Van Blerck engine in good condition. Built 1918—little used—mahogany finish—special features. Cabins and deck berths. Sleeps nine in comfort. Now in commission on Georgian Bay. Can deliver there September 1. Price attractive. Apply F. Haslam, Owner's Agent, Room 408, 56 Church St., Toronto, Canada.

**FOR SALE**—One 26' runabout without engine. Heavy construction. A1 condition, with bronze keel and bronze rudder. Can be seen near New York City. Address John Ferguson, 1122 Clinton St., Hoboken, N. J.

Cruiser houseboat, 38' x 12' x 3'. Jacob built 1917. Speedway motor. Cruised to Florida. Complete equipment. Competent crew. Sale. Charter. Shipshape, care MoToR Boating.

**WANTED**  
**HOUSEBOAT CRUISER**  
60 to 70 ft. overall  
Box 79, MoToR Boating

**BINOCULAR**—\$5.00. Here is the ideal glass for the boatman. Binascope, 6 power binocular, only \$5.00; weight only 8 oz.; pocket size; 25 mm. objective; beautiful optical quality. Price complete with case, \$5.00, plus 25c tax and postage. Money back guarantee. Wollensak Optical Company, 5-7 Clinton Ave., North Rochester, N. Y.

1—Model "B" Red Wing, complete with electric starting system, new. \$700.00  
1—8 cyl. Model "C" Van Blerck, complete with many extra parts. .... 450.00  
1—4 cyl. 4 cycle, 22 H.P. Gray, complete ..... 500.00  
**RED BANK YACHT WORKS**  
Red Bank, N. J.

**FOR SALE**—Perfectly good Andrade Windlass double heads, handling rope and 1/2 inch chain on each end and 300 feet 1/2 inch chain. Have lengthened boat and replacing with 1/2 inch only reason for selling. Will accept reasonable price. Address F. L. Seely, Asheville, N. C.

**FOR SALE**—Miller high power Hall Scott aeroplane carburetor. Perfect condition. \$25.00. E. C. Loomis, 55 East Washington St., Chicago, Ill.

37' x 10' 6" x 3' hunting cabin cruiser. Standard motor. Sleep six. Electric lights, toilet, galley, etc. Two dinghys, any demonstration. Rodgers, Third St., Third Ave., College Point, L. I.

**For Sale**—Speedway engine, 6 cyl. 140-H.P. 8 1/4" bore, 10" stroke, excellent condition. Address, H. Chrystal Iron Works, 98 VanDyke St., Brooklyn, N. Y.

**UNUSUAL OPPORTUNITY**—Several Winton Diesel engines, 225 B.H.P. unused, single or twin-screw sets, many spares, immediate delivery. Half factory price.  
**WHITELEY & WHITELEY**  
17 Battery Place New York, N. Y.

Express Cruiser 70' x 12 1/2' x 3 1/2'. Two 200-H. P. Duesenberg Engines. Extra engines for spare parts. 4-cylinder generator set. Hot water heating system. Speed 25 to 30 miles. Superstructure mahogany. Good sea boat and shoal draft makes her suitable to go anywhere. Fine boat for Florida. Biggest bargain in New York waters for quick sale. Built 1918.

**B. W. KING**  
17 Battery Place, N. Y. Tel. 1597 Whitehall

**Free Illustrated Literatures, New Rebuilt Engines, Outboards, Clutches, Gears, Joints, Pumps, Hyde Propellers, Stoves, Cruisers, Runabouts, Canoes, Camping Outfits, Canadian Boat & Engine Exchange, Toronto.**

**For Sale**—50' x 14' 6". Harbor tug or Supply boat. With two cylinder 45 H.P. Gulowson-Grei-Crude-oil engine. Joes clutch and electric starting device. Separate engine with air compressor, boat fully equipped and ready for work, boat, engine and equipment new—1921. Will sell for one-half of actual cost. Also one large size pentwater lifter, with twin oscillating cylinders for steam—Kriebel make, used only one season. Frank J. Albright Company, La Pointe, Wisconsin.

1 cyl. 2 cycle  
4 H.P. Gray ..... \$45.00  
5 H.P. Havannah ..... 35.00  
6 H.P. Acme ..... 65.00  
2 cyl. 2 cycle  
6 H.P. Gray ..... \$75.00  
12 H.P. Ferro ..... 115.00  
14 H.P. Gray ..... 105.00  
15 H.P. Ferro ..... 120.00  
18 H.P. Kahlenberg, 7 x 7 ..... 415.00  
15 H.P. Roberts, 3 cyl. .... \$115.00  
35 H.P. Vim, 3 cyl. .... 235.00  
6 cyl. Roberts, 4 x 5 ..... 225.00

4 cyl. 4 cycle  
12 H.P. Universal unit plant ..... \$235.00  
12 H.P. Continental, 2 1/2 x 4 ..... 65.00  
20 H.P. Doman, 4 x 5 ..... 335.00  
30 H.P. Erd, 4 x 6 ..... 215.00  
30 H.P. Erd, 4 x 6, new ..... 275.00  
45 H.P. Holmes, 4 5/16 x 6 1/4, 6 cyl. and gear unit plant ..... 425.00  
50 H.P. Wisconsin, 5 1/4 x 7 ..... 285.00  
125 H.P. Standard, 6 cyl., 8 1/2 x 11 ..... 1175.00  
And others.

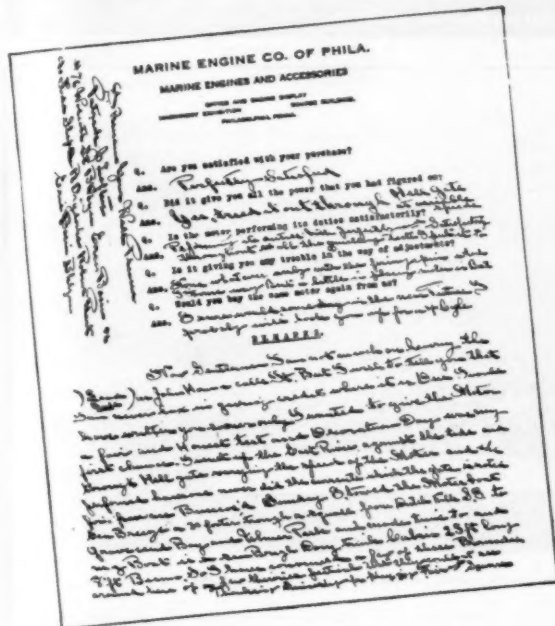
**THE BADGER MOTOR COMPANY**  
Milwaukee, Wisconsin

**FOR SALE**—Fast motor boat, first-class condition. Guaranteed speed 40 miles. For details apply to Captain Bull, Room 1211, 44 Beaver St., New York City.

**FOR SALE**—Yawl, 30' x 10' 6" x 3' 6". Has always had good care. Full equipment, including electric lights, toilet and good galley. 2 cylinder 2 cycle engine. For sale because owner has bought larger boat. Can be seen on Narragansett Bay, near Providence, by appointment. Price \$500.00 for quick sale. Frank G. Prue, 354 Park Ave., Woonsocket, R. I.



# ARE YOU SATISFIED WITH YOUR PURCHASE?



Are you satisfied with your purchase?  
Did it give you all the power you had figured on?  
Is the motor performing its duties satisfactorily?  
Is it giving you any trouble in the way of adjustments?  
Would you buy the same motor again from us?  
When you can answer these questions you are pretty sure to be satisfied. And until you can, you have us to fall back on.



This seal is attached to every rebuilt engine we sell

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MACHINERY EXHIBIT  
BOURSE BUILDING  
PHILADELPHIA, PA.

President—D. C. MacNeill  
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**W**HEN we sell you a rebuilt marine engine we don't consider the transaction closed until you have answered this questionnaire.

It is pretty certain we wouldn't dare to ask such pointed questions if we had any intention of evading our responsibility to give you your money's worth of satisfaction.

That is just one detail of our method of selling Guaranteed Rebuilt Engines—a method that is entirely new and different from the usual "hit and run" sale.

If you want a good engine at the lowest cost, let us tell you what we have.

*My word  
is good*  
**D. C. MacNeill**  
President and Treasurer

We also sell the best makes of new engines and are authorized factory representatives for the Niagara, Hall-Scott, Automatic, Brennan Standard, Nelsco Diesel, Scripps, Gray, also for Paragon Gears, Schebler Carburetors, Hyde & Sterling Propellers, and Universal 2 & 4 K.W. Electric Plants. To the regular factory guarantee on these products we add our own guarantee of service and satisfaction.

Write today for our latest **RED BOOK** of Guaranteed Rebuilt Engines. It gives full specifications, weights and prices for many different sizes and makes. We will make you a fair allowance for your old engine on either a new or rebuilt engine.

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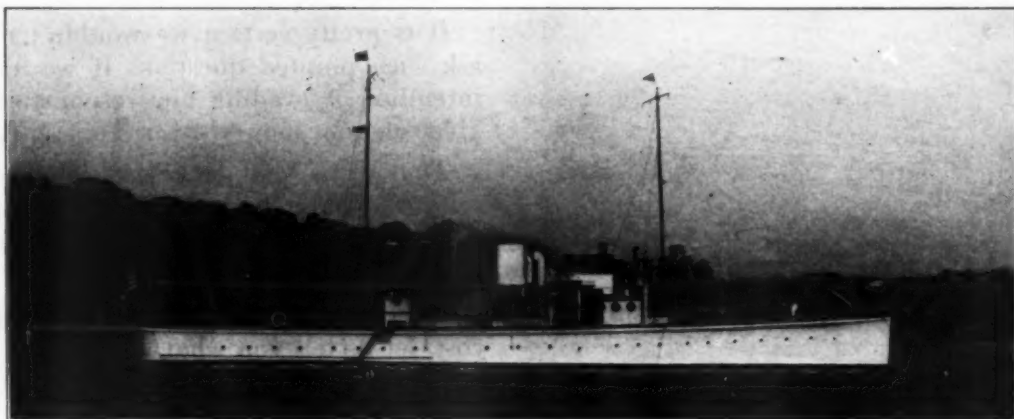
If you are in a hurry for a marine engine and wish to save the delay of writing for catalog, prices, etc., you are perfectly safe in sending us a deposit with instructions to ship a suitable motor at once. Simply write us in detail about your boat and the service you need; state approximate h.p. and speed desired, price you wish to pay, shipping directions and method of collection on balance due. Our Export Service Department will pick out a motor for you and ship it by the first steamer. You will receive the same honest service and guarantee as our local and domestic customers.

## REBUILT MOTORS

There is still time to replace your power plant with one of our rebuilt engines, at a saving of about 50%. Our stock consists of almost 300 rebuilt machines, many ready for immediate delivery, and all covered by our IRON-CLAD GUARANTEE. Send for our list.

**BRUNS, KIMBALL & COMPANY, Inc.,** 153-155-157-159 West 15th Street  
NEW YORK CITY

Branch Store, Bourse Building, Philadelphia, Pa.



**FOR SALE**—An exceptionally desirable and modern twin-screw motor yacht, designed and built in 1918 for offshore cruising.

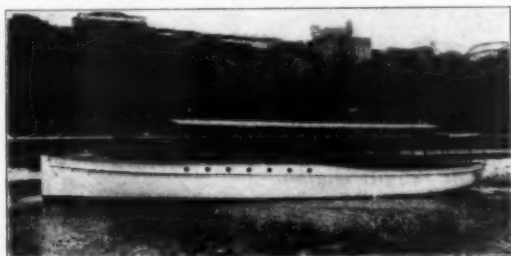
Length over all, 127' 6", beam 17' 3", draught 6'. Substantially constructed throughout, bottom coppered, powered with two 12 cylinder, 4 cycle, 10 x 11" heavy duty motors. Maximum speed 21 miles per hour. Cruising speed 15 miles per hour. Cruising radius 1000 miles.

Three double and two single staterooms, two toilets, two baths. Interior finish in white enamel and mahogany trim. Very attractive deck space, officers' staterooms and exceptionally fine crew's quarters forward. Deckhouse and pilot house on bridge.

Equipped with a 2 KW. Cutting & Washington wireless outfit, 1500 miles radius electric windlass, Clothel electric ice making and cooling machine, electric motors for bathtubs and gravity tank, hot water heater, large gasoline and water tank capacity, two independent generating plants, searchlight. Equipment complete, including fast power tender, small boats and life raft.

**NOW IN COMMISSION AND OPEN FOR DETAIL INSPECTION, NEW YORK CITY, BY APPOINTMENT.**

Further particulars furnished on application to Brokerage Department, Consolidated Shipbuilding Corporation, Morris Heights, New York City. Telephone: Bingham 1300, or your own broker.



No. 453—For Sale—83' twin screw cruiser. Deck house added which photograph does not show. Three double staterooms, bath, etc. Heated throughout. A very desirable yacht. For further particulars of this or other yachts consult Harry W. Sanford, Yacht Broker, 301 Fifth Ave., at 42d St., New York.



For Sale—Fast power launch, especially adapted for swimming and fishing parties. Room to carry parties of a dozen or more. Weather-proof cabin. Size 38' x 8'. Equipped with new four cylinder 30 H.P. Palmer engine. This engine has not been run a year. Has just been overhauled and painted. Excellent condition. A wonderful buy to the man who speaks first. Price \$1500.00. Write W. E. Cheyne, Box 208, Hampton, Va.

## PERFORMANCE

**W. L. MASTERS & CO.**

Authorized Distributors in Chicago territory for Kermath, Stearns, Frisbie, Universal, Evinrude, Johnson, Joes Gears and Hyde Propellers

Masters Rebuilt engines will run and give service in exactly the same manner as any reputable new marine motor. When the name Masters is placed upon a rebuilt engine, you realize that a company with fifteen years of experience stands back of your purchase.

Write for latest bargain list

**231 North State Street, Chicago, Ill.**

## NAVAL ARCHITECTS & YACHT BROKERS

**Thomas D. Bowes, M. E.**  
NAVAL ARCHITECT AND ENGINEER

Office:

Lafayette Bldg., Chestnut and Fifth Sts  
PHILADELPHIA, PA.

## COX & STEVENS

Naval Architects and Engineers  
Yacht Brokers

25 Broadway, Cunard Building  
(Morris St. Entrance), New York City  
Telephone 2700 Whitehall

## B. T. DOBSON

NEW BEDFORD, MASS.

Naval Architect, Yacht Broker  
Marine Insurance

Designer of Sailing Craft,  
Auxiliaries, and Power Yachts.

## LOUIS E. GERMAIN

NAVAL ARCHITECT

Specializing in V-bottom wave collectors,  
hydroplanes and outboard motor row  
boats. Full size paper patterns and semi-  
erected frames. New 1924 catalog on  
request.

Michigan Ave. and Hancock, Saginaw, W.S., Mich.

## E. LOCKWOOD HAGGAS

Naval Architect and Engineer

Designs for Yachts, Motor Boats and  
Commercial Vessels

Construction Supervised  
14 S. Wisconsin Ave., Atlantic City, N. J.

## William H. Hand, Jr.

NAVAL ARCHITECT

NEW BEDFORD, MASS.

HAND-V-BOTTOM DESIGNS

Every design, now as always, my personal  
work.

Send stamp for catalog illustrating forty-three  
typical Hand-V-Bottom designs.

## WALTER COOK KEENAN

NAVAL ARCHITECT

602 Liverpool & London & Globe  
Bldg.

New Orleans, Louisiana

Sail and power yachts. Houseboats and  
commercial vessels. Surveys made in all  
Gulf Ports.

Specialist in shallow draft vessel for  
Southern waters.

## CHARLES D. MOWER

Designer of

SENSIBLE CRUISERS  
POWER—SAIL—AUXILIARY

Twenty-five years' practical experience  
350 Madison Avenue New York City

## A Quality Combination

(Continued from page 25)

standardized 6-cylinder marine motors which have been developed after a period of several years of intensive study and experimental work which are strictly marine motors. The Great Lakes Boat Building Corporation will produce standardized hulls of the highest de luxe type, and the finished boat will be distributed through the Packard Company, motor car distributing organizations.

The Packard Company has nearly 800 retail sales distributors and dealers in as many different cities. These it is believed will develop a volume of business great enough to bring the new standardized motor boat within the reach of a great number of people. Practically the entire plan is a duplication of the system developed by the automobile industry through which the general public is assured of receiving greater value, dollar for dollar, in both purchase price and service than is true of any other manufactured article, the result of reduced overhead cost through quantity production.

Plans for service on the boat contemplate the same efficiency as that displayed in the servicing of cars.

The boat is to be a 26-foot mahogany runabout capable of making approximately 18-20 miles an hour. Its striking appearance, generous freeboard and rugged construction, together with the performance of the power plant which is asserted to be entirely free of vibration, give promise that the boat will handle well and take care of itself in any situation.

The 26-footer is offered with two arrangement plans, one of which provides for cockpits forward and aft for accommodating a party of seven, and the other with a single cockpit aft to accommodate a party of seven. In either case all controls are carried to the helmsman's position for one man operation.

The specifications provide for cedar planked bottom, mahogany sides, decks and joiner work and the highest type fittings. The upholstery is blue leather over deep box spring cushions.

## Yard and Shop

(Continued from page 44)

model, a Paragon reverse gear can be supplied on a unit base extension where it runs in an oil bath in an oil-tight case. These models are constructed of the same materials and of sizes which make them interchangeable with the four cylinder 18-24 h.p. Thorobred engine. They serve to round out the range of sizes built by the Red Wing Company and provide an opportunity to serve a larger number of motor boat enthusiasts.

## An Ancient Dory Goes Traveling

A derelict found rotting on Boston Fish Pier used to demonstrate the latest method of making boats leakproof.

Can you beat an old sea dog for telling a story?

The old fishing dory shown in the photograph here, can tell a better one. Its history would, no doubt, be interesting but the story it tells is not so much of its past life, but of how it was restored by Jeffrey's Marine Glue after being abandoned as worthless by its former owner.

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## Salvage

(Continued from page 20)

breakfast and for the space of an hour lolled at the table, discussing their adventures of the past forty-eight hours. "Well, there's one thing certain," McGuffey concluded, "an' that thing is sure a cinch. Our strike has petered out. I'm not busted, but I ain't heeled to continue on strike very long, so let's mosey along down to the Maggie's dock an' see how Scraggsy's gettin' along. If he has our places filled we won't say nothin', but if he hasn't got 'em filled he'll say somethin'."

"That's logic, Bart," Gibney agreed, and forthwith they set out to interview Captain Scraggs. The owner of the Maggie greeted them cheerily, but after discussing generalities for half an hour, Scraggs failed to make overtures, whereupon Mr. Gibney announced casually that he guessed he and Mac would be on their way. "Same here, boys," Captain Scraggs piped breezily. "I got a new mate an' a new engineer comin' aboard at ten o'clock an' we sail at twelve."

"Well, we'll see you occasionally," Mr. Gibney said at parting.

"Oh, sure. Don't be strangers. You're always welcome aboard the old Maggie," came the careless rejoinder.

Somewhat crestfallen, the striking pair repaired to the Bowhead saloon to discuss the situation over a glass of beer. However, Mr. Gibney's spirits never dropped below zero while he had one nickel to rub against another; hence such slight depression as he felt was due to a feeling that Captain Scraggs had basely swindled him and McGuffey. He was disappointed in Scraggs and said as much. "However, Bart," he concluded, "we'll never say 'die' while our money holds out, and in the meantime our luck may have changed. Let's scatter around and try to locate some kind of a job; then when them new employees o' Scraggsy quit or get fired—which'll be after about two voyages—an' the old man comes round holdin' out the olive branch o' peace, we'll give him the horselaugh."

Three days of diligent search failed to uncover the coveted job for either, however, and on the morning of the fourth day Mr. Gibney announced that it would be necessary to "raise the wind," if the pair would breakfast. "It'll probably be a late breakfast," he added.

"How're we goin' to git it, Gib?"

"We must test our credit, Mac. You go down to the rooms o' the Marine Engineers' Association and kick somebody's eye out for five dollars. I'd get out an' do some rustlin' myself, but I ain't got no credit. When a man that's been a real sailor sinks as low as I've sunk—from clipper ships to mate on a rotten little bumboat—people don't respect him none. But it's different with a marine engineer. You might be first assistant on a P. M. boat to-day an' second assistant on a bay tug to-morrow but nothin's thought of it."

"What're we goin' to do with the five dollars?"

"Well, we might invest it in a lottery ticket an' pray for the capital prize—but we won't. Ain't it dawned on you, Mac, that it's up to you an' me to find the steamer Maggie an' git back to work quick an' no back talk? Scraggs has new men in our jobs an' these new men has got to be got rid of, otherwise there's no tellin' how long they'll last. Naturally, this here riddance can be accomplished easier an' without police interference on the dock at Halfmoon Bay. We got to walk twenty miles to Halfmoon Bay to connect with the Maggie an' the five dollars is to keep us from starvin' to death in case we miss him an' have to walk back or wait for the return trip o' the Maggie."

"But suppose, after we've walked all that distance, we find Scraggs won't take us back? Then what?"

"Why, of course he'll take us back, Bart. He'll be glad to after we've finished with them scabs that's took our jobs an' are doin' us out of an honest livin'. He won't be able to work the Maggie back to San Francisco alone, will he?"

McGuffey nodded his approbation, and set forth to borrow the needful five dollars. Whatever the reason, he was not successful, and when they met again at Scab Johnny's, Mr. Gibney employed his eloquence to obtain credit from that cold-hearted publican, but all in vain. Scab Johnny had been too long operating on a cash basis with Messrs. Gibney and McGuffey to risk adding to an old unpaid bill.

They retired to the sidewalk to hold a caucus and Mr. McGuffey located a dime which had dropped down inside the lining of his coat. "That settles it," Gibney declared. "We've skipped two meals but I'll be durned if we skip another. We'll ride out to the San Mateo county line on the trolley with that dime and then hoof it over the hills to Halfmoon Bay. Scraggs won't git away from the dock here until after twelve o'clock, so we know he'll lie at Halfmoon Bay all night. If we start now we'll connect with him in time for supper. Eh, Bart?"

"A twenty-mile hike on a tee-totally empty stomach, with a battle royal on our hands the minute we arrive, weak an' desti-

(Continued on page 60)

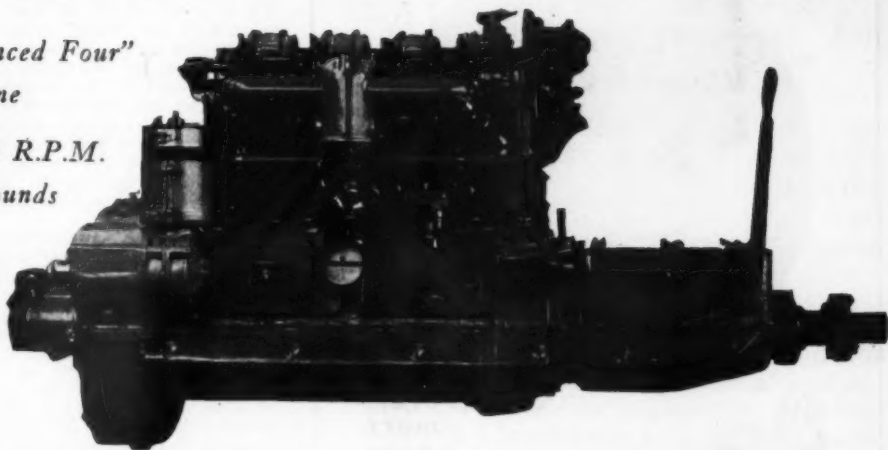
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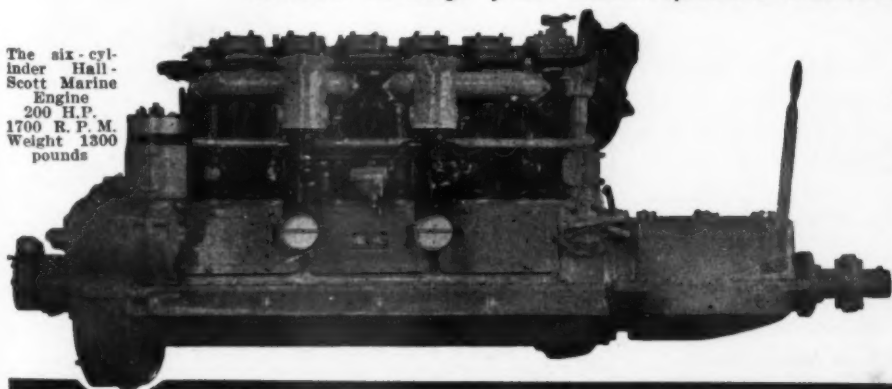
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## Salvage

(Continued from page 58)

toote, ain't quite my idea o' enjoyment, Gib, but I'll go you if it kills me. Let's up hook an' away. I'm for gittin' back to work an' usin' moral persuasion to git that new boiler."

They took a hitch in their belts and started. From the point at which they left the trolley to their journey's end was a stiff six-hour jaunt, up hill and down dale, and long before the march was half completed the unaccustomed exercise had developed sundry galls and blisters on the Gibney heels, while the soles of poor McGuffey's feet were so hot he voiced the apprehension that they might burn to a crisp at any moment and drop off by the wayside. Men less hardy and less desperate would have abandoned the trip before ten miles had been covered.

The crew of the Maggie had ceased working cargo for the day and Captain Scraggs was busy cooking supper in the galley, when the two prodigals, exhausted, crippled, and repentant, came to the door and coughed propitiously, but Captain Scraggs pretended not to hear, and went on with his task of turning fried eggs with an artistic flip of the frying pan. So Mr. Gibney spoke, struggling bravely to appear nonchalant. With his eyes on the fried eggs and his mouth threatening to slaver at the glorious sight, he said:

"Hello, there, Scraggsy, old tarpot. How goes it with the owner o' the fast an' commodious steamer Maggie? Git that consignment o' post-holes aboard yet?"

Mr. Gibney's honest face beamed expectantly, for he was particularly partial to fried eggs. As for his companion in distress, anything edible and which would serve to nullify the gnawing at his internal economy would be welcome. Inasmuch as Captain Scraggs did not readily reply to Mr. Gibney's salutation, McGuffey decided to be more emphatic and to the point, albeit in a joking way.

"Hurry up with them eggs, Scraggs," he rumbled. "Me an' Gib's walked down from the city an' we're hungry. Jawn D. Rockefeller'd give a million dollars for my appetite. Fry mine hard, Scraggsy. I want somethin' solid."

Scraggs looked up and his cold green eyes were agleam with malice and triumph as they rested on the unhappy pair. However, he smiled—a smile reminiscent of a cat that has just eaten a canary—and cold chills ran down the backs of the exhausted travellers. "Hello, boys," he piped. He turned from them to toss a few strips of bacon into the grease with the eggs; then he peered into the coffee pot and set it on the back of the galley range to simmer, before facing his guests again. His attitude was so significant that Mr. Gibney queried mournfully:

"Well, Phineas, you old vegetable hound, ain't you glad to see us?"

"Certainly, Gib, certainly. I'm deeply appreciative of the honor o' this visit, although I'm free to say we're hardly prepared for company. The stores is kind o' low an' I did just figger on havin' enough, by skimpin' a little, to last me an' my crew until we get back to San Francisco. I'd hate to put 'em on short rations, on account of unexpected company, because it gives the ship a bad name. On the other hand, it's agin my disposition to appear small over a few fried eggs, while on still another hand, I realize you two got to get fed." He stepped to the door and pointed. "See that little shack about two points to starboard o' the warehouse? Well, there's a Dago livin' there an' he'll fix you two boys up a bully meal for fifty cents each."

"Scraggsy, ol' hunks, if three-ringed circuses was sellin' for six bits a throw me an' Bart couldn't buy a whisker from a dead tiger." The dreadful admission brought a dull flush to Mr. Gibney's already rubicund countenance.

"Shell out a couple of bucks, Scraggsy," McGuffey pleaded. "Me an' Gib's so empty we rattle when we walk."

"I ain't got no money to loan you two that ups an' leaves me in the lurch, without no notice," Scraggs flared at them. "If you two stiffs ain't able to support yourselves you'd ought to apply for admission to the poorhouse or the Home For the Feeb'e-minded."

Mr. Gibney smiled fatly. "Scraggsy! You're kiddin' us."

"Not by forty fathom, I ain't."

"Phineas, we just got t' eat," McGuffey declared ominously. "Eat an' be dog-goned," the skipper snarled. "I ain't a-tryin' to prevent you. Are you two suckin' infants that I got to feed you? There's plenty o' fresh vegetables out on deck. Green peas ain't to be sneezed at, an' as for French carrots, science'll tell you there's ninety-two per cent. more nutriment in a carrot than—"

Mr. Gibney halted this dissertation with upraised hand. "Scraggs, it's about time you found out I ain't no potato bug, an' if you think McGuffey's a coddlin' moth you're wrong agin. Fork over them eggs an' the coffee an' a coupler slices o' dummy an' be quick about it or I'll bust your bob-stay."

(Continued on page 62)



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## Salvage

(Continued from page 60)

"Get off my ship, you murderin' pirates," Scraggs screamed. "Not till we've et," the practical-minded engineer retorted. "Even then we won't get off. Me an' Gib ain't got any feet left, Scraggs. If we had to walk another step we'd be crippled for life. Fry my eggs hard, I tell you."

"This is piracy, men. It's robbery on the high seas, an' I can put you over the road for it," Scraggs warned them. "What's more, I'll do it."

"The eggs, Scraggs," boomed Mr. Gibney, "the eggs."

Half an hour later as the pirates, replete with provender, sat dangling their damaged underpinning over the stern railing where the gentle wavelets laved and cooled them, Captain Scraggs accompanied by the new navigating officer, the new engineer, and The Squarehead, came aft. The cripples looked up, surveyed their successors in office, and found the sight far from reassuring.

"I've already ordered you two tramps off'n my ship," Scraggs began formally, "an' I hereby, in the presence o' reliable witnesses, repeats the invitation. You ain't wanted; your room's preferred to your comp'ny, an' by stayin' a minute longer, in defiance o' my orders, you're layin' yourselves liable to a charge o' piracy. It'd be best for you two boys to mosey along now an' save us all a lot o' trouble."

Mr. Gibney carefully laid his pipe aside and stood up. He was quite an imposing spectacle in his bare feet, with his trousers rolled up to his great knees, thereby revealing his scarlet flannel underdrawers. With a stifled groan, McGuffey rose and stood beside his partner, and Mr. Gibney spoke:

"Scraggs, be reasonable. We ain't lookin' for trouble; not because we don't relish it, for we do where a couple o' scabs is concerned, but for the simple reason that we ain't in the best o' condition to receive it, although if you force it on us we'll do our best. If you chuck us off the Maggie an' force us to walk back to San Francisco, we're goin' to be reported as missin'. Honest, now, Scraggs, old side-winder, you ain't goin' to maroon us here, alone with the vegetables, are you?"

"You done me dirt. You quit me cold. Git out. Two can play at a dirty game an' every dog must have his day. This is my day, Gib. Scat!"

"Pers'nally," McGuffey announced quietly, "I prefer to die aboard the Maggie, if I have to. This ain't movin' day with B. McGuffey, Esquire."

"Them's my sentiments, too, Scraggsy."

"Then defend yourselves. Come on, lads. Bear a hand an' we'll bounce these muckers overboard." The Squarehead hung back having no intention of waging war upon his late comrades, but the engineer and the new navigating officer stepped briskly forward, for they were about to fight for their jobs. Mr. Gibney halted the advance by lifting both great hands in a deprecatory manner.

"For Heaven's sake, Scraggsy, have a heart. Don't force us to murder you. If we're peaceable, what's to prevent you from givin' us a passage back to San Francisco, where we're known an' where we'll have at least a fightin' chance to git somethin' to eat occasionally."

"You know mighty well what's to prevent me, Gib. I ain't got no passenger license, an' I'll be keel-hauled an' skull-dragged if I fall for your cute little game, my son. I ain't layin' myself liable to a fine from the Inspectors an' maybe have my ticket book took away to boot."

"You could risk your danged old ticket. It ain't no use to you on salt water anyhow," McGuffey jeered insultingly.

"We can work our passage an' who's to know the difference, Scraggsy?"

"You for one an' McGuffey for two. You'd have the bulge on me forever after. You could blackmail me until I dassen't call my ship my own."

"Don't worry, you snipe. Nobody else will ever hanker to own her." Another insult from McGuffey. Having made up his mind that a fight was inevitable, the honest fellow was above pleading for mercy.

"Enough of this gab," Mr. Gibney roared. "My patience is exhausted. I'm dog-tired an' I'm goin' to have peace if I have to fight for it. Me an' Bart stays aboard the steamer Maggie until she gets back to Frisco town or until we're hove overboard in the interim by the weight of numbers. An' if any man, or set o' male bipeds that calls themselves men, is so foolish as to try to evict us from this packet, then all I got to say is that they're triffin' with death." (Here Mr. Gibney thrust out his superb chest and thumped it with his horny fists, after the fashion of an enraged gorilla. This was sheer bluff, however, for while there was not a drop of craven blood in the Gibney veins, he realized that his footwork, in the event of battle, would be sadly deficient and he hesitated to wage a losing fight.) "I got my arms left, even if my feet is on the fritz, Scraggs," he con-

(Continued on page 64)

# How Malabar IV Found Bermuda —and Won the Race

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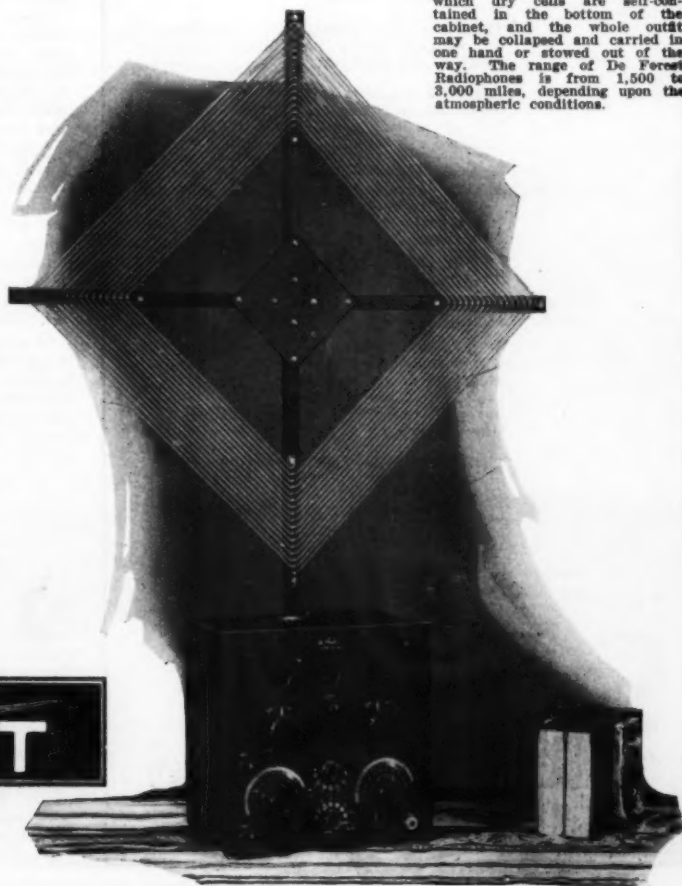
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## Salvage

(Continued from page 62)

tinued, "an' if you start anything I'll hug you an' your crew to death. I'm a rip-roarin' grizzly bear once I'm started an' there's such a thing as drivin' a man to desperation."

The bluff worked! Captain Scraggs turned to his retainers and with a condescending and paternal smile, said: "Boys, let's give the dum fools their own way. If they insist upon takin' forcible possession o' my ship on the high seas, there's only one name for the crime—an' that's piracy, punishable by hangin' from the yardarm. We'll just let 'em stay aboard an' turn 'em over to the police when we git back to the city."

He started for his cabin and the crew, vastly relieved, followed him. The pirates once more sat down and permitted their hot feet to loll overboard.

"It's cold down here nights, Gib," McGuffey opined presently. "Where're we goin' to sleep?"

"In our old berths, of course." The success of his bluff had operated on Gibney like a tonic. "Hop into your shoes, Bart, an' we'll snake them two scabs out o' their berths in jig time."

"I'm dodgin' fights to-night, Gib. Let's borrow a blanket or two from The Squarehead an' curl up on deck. It'll be warm over the engine-room gratin'."

Mr. Gibney yawned. "I guess you're right, Bart. While you're at it, make Scraggs come through with a blanket an' an overcoat for a pillow. Run up an' threaten him. He'll wilt."

So McGuffey staggered forward. What arguments he used shall not be recorded here. Suffice it, he returned with what he went after.

The pirates were early astir; so early, in fact, that long before Captain Scraggs and his crew appeared on deck, Messrs. Gibney and McGuffey had quietly cooked breakfast in the galley. They ate six eggs each and consumed the only loaf of bread aboard, for which act of vandalism they were rewarded half an hour later by the sight of Captain Scraggs dancing on a new brown derby.

"It's a wonder that bird wouldn't get him a soft hat to do his jumpin' on," McGuffey remarked. "He's ruined enough good hats to have paid for the new boiler. Yes, sir, whenever o' Scraggsy gets mad he most certainly gets hoppin' mad."

"It'll soak into his head after a while that us two mean business, Mac, an' he'll get sensible an' fire them outsiders. I'm lookin' for him to make peace before noon."

About ten o'clock that morning the little vessel completed taking on her cargo, the lines were cast off, and the homeward voyage was begun. As she hauled away from the wharf, Messrs. Gibney and McGuffey might have been observed seated on the stern bitts smoking, the picture of contentment. Pirates under the law they might be, but of this they knew nothing and cared less. With them, self-preservation was, indeed, the first law of human nature.

They were still seated on the stern bitts as the Maggie came abreast the Point Montara fog signal station, when Mr. Gibney observed a long telescope poking out the side window of the pilot house. "Hello," he muttered, "Scraggsy's seein' things," and following the direction in which the telescope was pointing he made out a large bark standing in dangerously close to the beach. In fact, the breakers were tumbling in a long white streak over the reefs less than a quarter of a mile from her. She was lying stern on the beach, with one anchor out.

In an instant all was excitement aboard the Maggie. "That looks like an elegant little pick-up. She's plumb deserted," Scraggs shouted to his navigating officer. "I don't see any distress signals flyin' an' yet she's got an anchor out while her canvas is hangin' so-so."

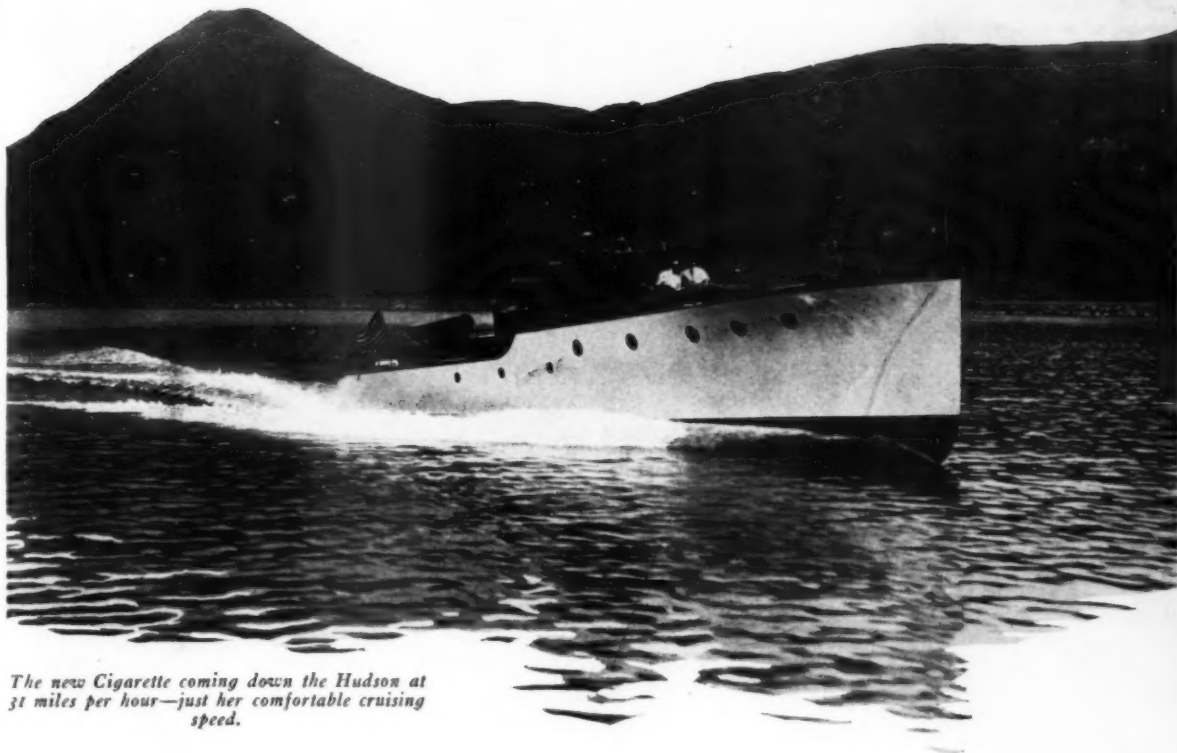
"If she had any hands aboard, you'd think they'd have sense enough to clew up her courses," the mate answered.

At this juncture, Mr. Gibney and McGuffey, unable to restrain their curiosity, and forgetful of the fact that they were pirates with very sore feet, came running over the deckload and invaded the pilot house. "Gimme that glass, you sock-eyed salmon, you," Gibney ordered Scraggs, and tore the telescope from the owner's hands. "There ain't enough real seamanship in the crew o' this craft to tax the mental make-up of a Chinaman. Hum—m—m! American bark Chesapeake. Starboard anchor out; yards braced a-box; royals an' to'-gallan'-s'ls clew up; courses hangin' in the bunt-lines an' clew garnets, Stars-an'-Stripes upside down."

He lowered the glass and roared at Neils Halvorsen, who was at the wheel, "Starboard your helm, Squarehead. Don't be afraid of her. We're goin' over there an' hook on to her. I should say she is a pick-up."

Mr. Gibney had abdicated as a pirate and assumed command of the S. S. Maggie. With the memory of a scant breakfast upon him, however, Captain Scraggs was still harsh and bitter. "Git out o' my pilot house an' aft where the police can find

(Continued on page 70)



*The new Cigarette coming down the Hudson at 31 miles per hour—just her comfortable cruising speed.*

## Introducing A New Cigarette

And Incidentally Recording a Great Stride Forward in the Fine Art of Motor Boat Building

*By Walter F. Bailey*

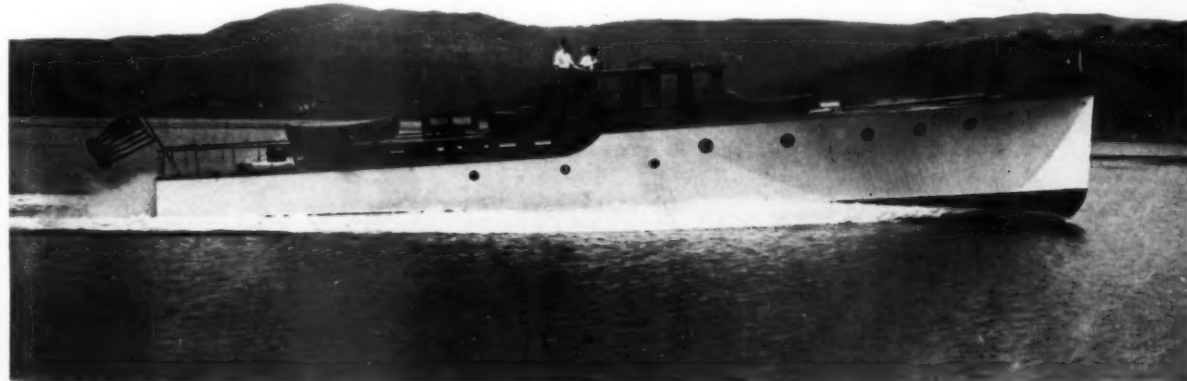
**W**HAT do you think of a 70-foot cruiser that will do better than 30 miles an hour for 24 hours a day and seven days a week if necessary, with her engines turning over at only a little more than half their maximum revolutions?

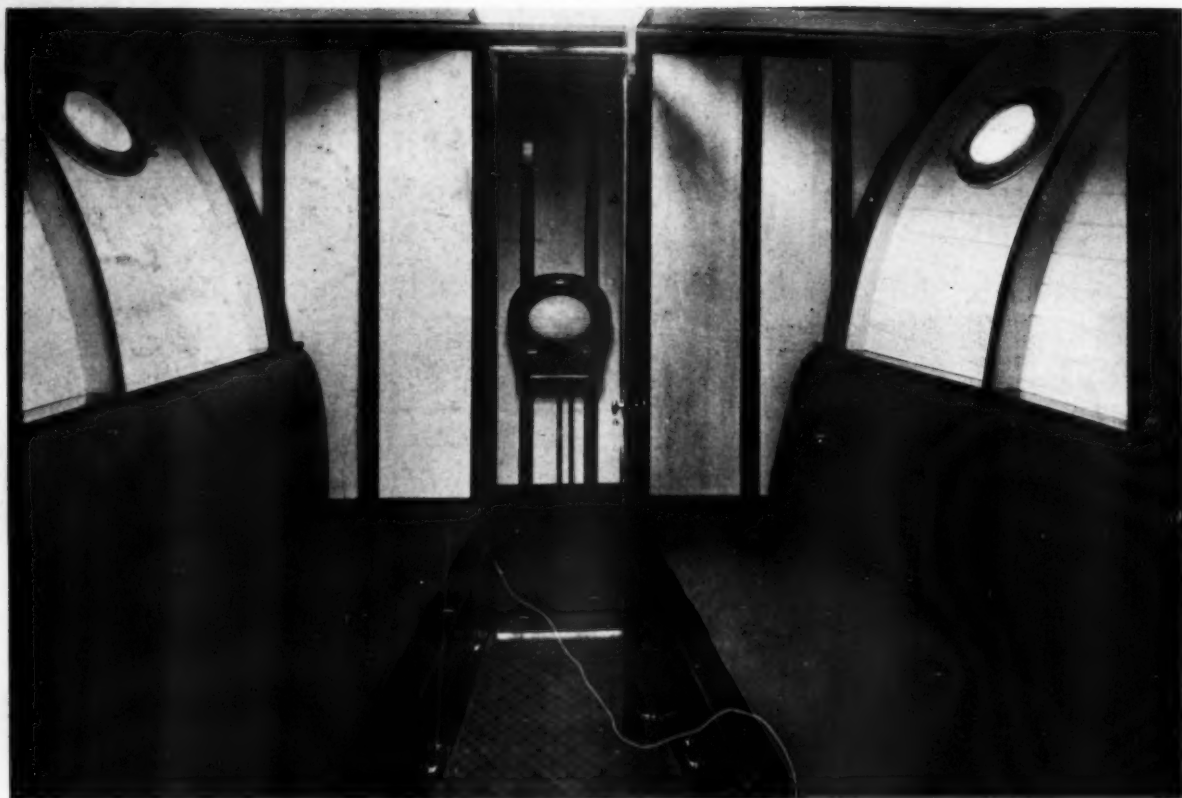
And then if you want to see some real speed, step on the gas and you'll get there at the rate of 45 or 50 miles an hour without turning the engines a bit faster than they were built to run.

It would be a great achievement to build a 70-footer with a maximum capacity of 30 miles an hour. But with an extra 15 or 20 miles of speed still in reserve, the new Cigarette is merely jogging along at her normal and practical cruising speed when she logs a mile every 120 seconds.

That such a combination of size and speed were possible would have been denied by most boat builders a few months ago. That such a combination were practical would have been questioned by most yachtsmen who find in speed boating the outlet for their enthusiasm and sporting instincts. Both the possibility and practicability have now been proved by Cigarette in her speed trials and her maiden trip of 800 miles from Algonac, Michigan, to New York.

There must be an extra thrill in knowing that the boat you own is absolutely in a class by itself, not only the finest and fastest of its size and type, but a boat that has never been equalled and probably never will meet its equal in all its future cruising. This pinnacle of fame is a slippery position in these days of fine boats but it is safe to predict





that Gordon Hamersley, the owner, and Gar Wood, the builder, will occupy it for some time simply because the new Cigarette is such a great advance over anything that has been attempted in the past.

L. Gordon Hamersley of New York is well known as one of the foremost enthusiasts for speed boats of the express cruiser type. His former Cigarette, a fifty-five footer, was almost the fastest boat of her size in America. 'Almost' because the fact that that Cigarette was beaten in a certain Florida race for express cruisers by Gar Wood's famous

Gar Jr. II probably accounts for the building of the present Cigarette. When Mr. Hamersley wanted a larger and faster boat, he knew where to go for it.

It is only natural that Gar Wood should be entrusted with the building of this super boat. With practically every national and international record for runabouts, hydroplanes and express cruisers to his credit, he was the one man who had demonstrated his knowledge and ability to turn out a boat that would meet the requirements of speed, seaworthiness and reliability. Out of a score of boat builders equipped to construct an express cruiser of this size, no other could show such a record of past successes in producing record breaking craft.

Cigarette is 70 ft. long, with 12 ft. beam and 3 ft. 6 in. draft. The construction is light but substantial, with double planking of Philippine mahogany. The requirements of strength and sturdiness in the hull will be understood when it



*Two roomy double cabins forward with separate toilet and lavatory for each provide accommodations for the owner and guests.*

*While intended primarily for day time use, Cigarette lacks nothing for extended cruising service.*





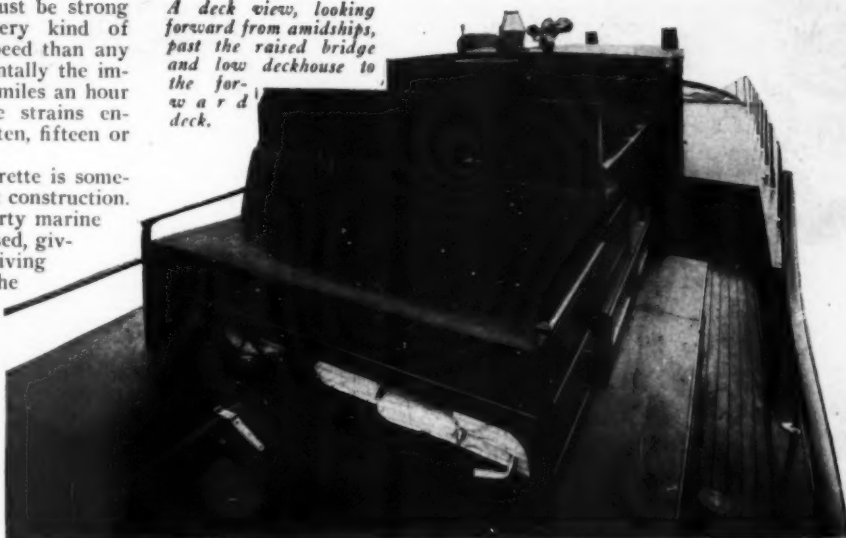
is realized that this big boat must be strong enough to meet any and every kind of weather and sea at a greater speed than any other cruiser ever built. Incidentally the impact of meeting the water at 50 miles an hour is decidedly different from the strains encountered in a hull that travels ten, fifteen or even twenty miles an hour.

The power equipment of Cigarette is something entirely new in motor boat construction. Five twelve-cylinder Wood-Liberty marine engines of 450 H. P. each are used, giving a total of 2250 H. P., driving through triple screws. All the engines can be started and controlled by the engineer from one central position while underway, the installation being arranged so that any one engine can be thrown out or stopped without disturbing the operation of the others.

This tremendous power plant weighs less than 7000 lbs. complete for the five engines combined, and is installed in an engine room approximately 10' x 20'. Due to the compactness of the motors there is ample room to work around each engine, and of course for the accessories such as the batteries, oil tanks, lighting generator, telegraphs, switch panels, engine controls, tachometers, ammeters, starter switches, etc. Compare this with the weight and room required for a steam or Diesel installation of anywhere near equivalent power, to say nothing of the speed limitations of the latter types.

The center screw is turned by a single engine which is used for maneuvering, getting underway, making landings and for operating at slow speeds. On this one engine alone the boat makes about eight to ten miles an hour at 1200 to 1500 R. P. M. At this speed the fuel consumption is no

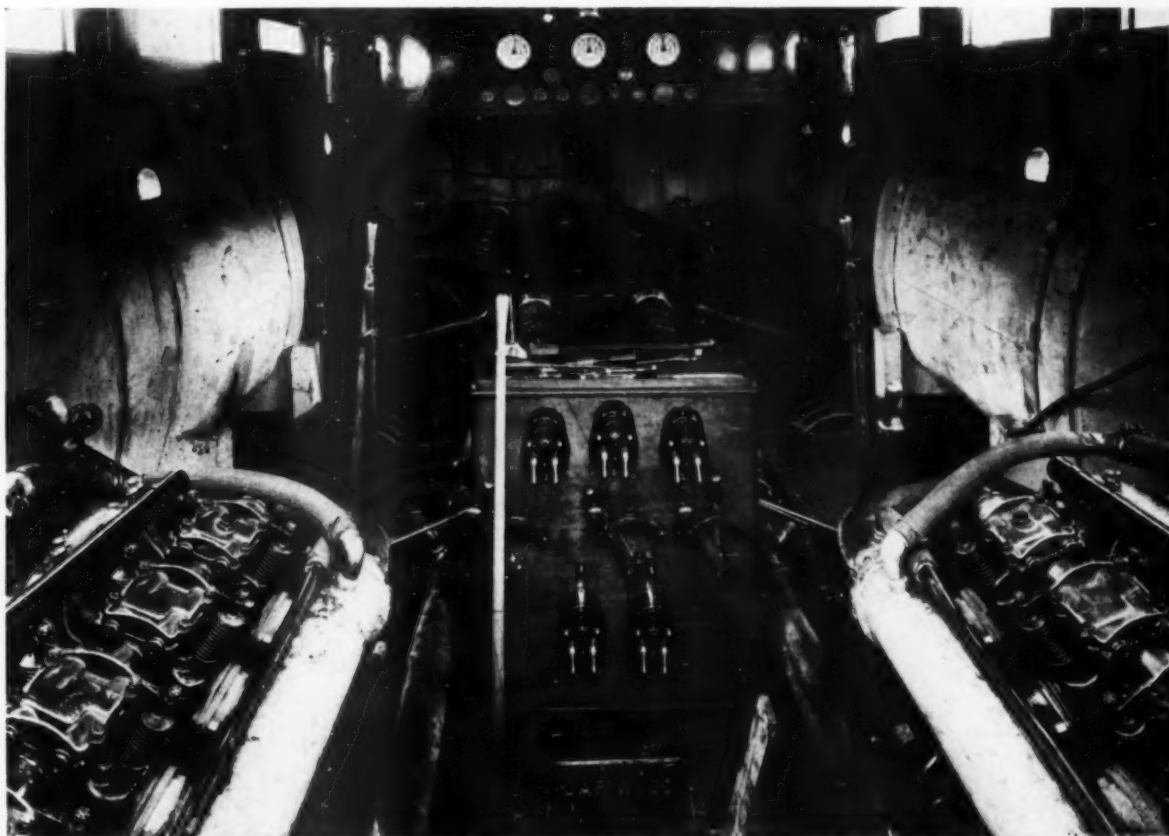
*A deck view, looking forward from amidships, past the raised bridge and low deckhouse to the forward deck.*



greater than for any other cruiser of similar size, traveling at the same speed. And the strain on the single engine is not excessive as it is built to operate satisfactorily at 2000 R. P. M. or more.

The port and starboard screws are driven by two engines each. The forward engine of each wing pair drives direct through the usual reverse gear while the aft engines drive forward through a ball bearing 1 to 1 transmission gear into the reverse gear. Each engine has its own separate clutch.

Such an arrangement has proved to be very desirable because it permits the operation of the boat at any speed from zero to the maximum, using either one, two, three, four or all five engines as desired.



It should be understood that Gar Wood has completely rebuilt these Wood-Liberty engines for marine work, even redesigning certain parts where necessary and making entirely new layouts for such things as the self starters, starter gears and switches, reverse gears, etc. There is a valid objection to using an aviation motor in its original form in a motor boat and expecting satisfactory service from it; but when that motor has been completely rebuilt by competent engineers with proper shop facilities as in this case,—well, the repeated records Gar Wood has made with several of his celebrated racers proves that he has solved the engine question.

In Cigarette the captain's orders are carried to the engine room from the bridge through three marine telegraphs of the usual type, as in all large yachts, passenger vessels and commercial boats. The engineer need not leave his position facing the telegraphs to operate the controls, reverse gear levers, etc.

Plenty of current for the electric starters and the lights throughout the boat is provided by a four-cylinder Universal generating set of 2 K. W. capacity. The signal for the boat is a two-tone Strombos horn, air operated, with air pressure supplied to the air tank by an electrically operated compressor.

I have described the power installation of Cigarette first because that is probably the outstanding feature of this boat. But the arrangement, the accommodations and finish are all you would expect in a yacht of this class.

There are two double cabins forward, with large separate toilets and lavatories for each. Ample drawers and lockers are provided, and a built-in desk in the owner's cabin beside the companion way that leads to the glass deckhouse. This deckhouse has a wide transverse seat and the windows are movable so it may be ventilated or closed as desired.

On the forward deck immediately in front of the deck house is a double lounge with waterproof cushions and pillows. The captain's bridge is across the back of the deckhouse with cushioned seats on each side. Backing against the bridge is another wide transverse seat facing aft.

The crew's quarters and galley are aft of the engine compartment. This cabin has two wide double berths, folding table, ice box, Prentiss-Wabers galley stove and separate toilet.

Gasoline tanks of 1800 gallons capacity are under the stern deck. This provides sufficient fuel for 18 hours operation at 30 miles an hour, giving a high speed cruising range of more than 500 miles between ports.

Cigarette is primarily a day cruiser and commuter as no attempt has been made to crowd it with sleeping accommodations. The sleeping capacity is four or five in the owner's party and four or five in the crew, while the capacity for day parties is ample for thirty-five or forty guests without undue crowding.

Every experienced observer will be impressed by the way Cigarette maintains her fore and aft trim at high speed. With her V-bottom hull and her great power, one might expect a certain amount of "squatting." On the contrary, however, at thirty miles an hour the bow raises only about ten inches and the stern lowers about four inches from the normal waterline of the boat at rest. There is an entire absence of pounding in a sea, and in smooth water it was noticed that less disturbance is caused by the wake at 30 miles than at 10 miles an hour. Five automatic self-bailers are installed in the hull so the bilge is always dry and clean.

Gar Wood has shown the world that he knows how to build fast boats for himself and now he has proved he can build them for others. While he has standardized the production of duplicates of his famous Baby Gar and Gar Junior II, the new Cigarette proves his ability in an entirely new direction. It is the first big achievement of his new boat building plant at Algonac which has heretofore concentrated on the production of the standardized types.

The standardized Baby Gar is a 33 ft. runabout which travels a mile a minute. The Gar Jr. Flyer is a 50 ft. cruiser with a speed of 45 miles an hour. Now Mr. Wood is planning on the production of cruisers up to 150 ft. in length, to have a speed of 50 miles per hour.



*The most familiar view of Cigarette will be like this as few boats will get more than a momentary glimpse of the bow head-on. The official trials over the A. P. B. A. measured mile course at Riverdale-on-Hudson showed an average speed of 44.18 miles per hour.*

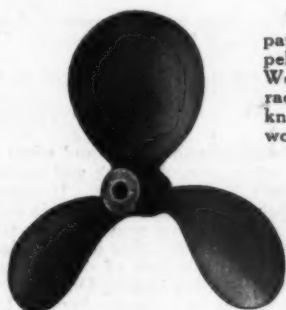


*Cigarette*  
70' x 12' x 3' 8"  
Owned by L. Gordon Hamersley of  
New York

Designed, built  
and powered by  
Gar Wood, Inc.,  
Algonac, Mich.

## *Cigarette Has Three* **HYDE TURBINE TYPE PROPELLERS**

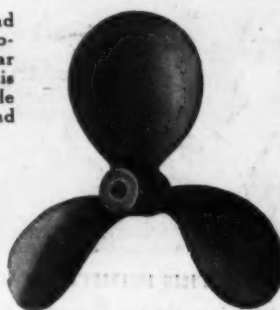
**T**HREE Hyde Propellers convert the 22 50 horse-power of Cigarette's five big high speed motors into the driving thrust that sends this 70-footer along at 45 or 50 miles per hour. Both of the wing propellers carry a load of 900 H.P. Imagine the strain on each blade when the engines are running at 1500 to 2000 r.p.m.



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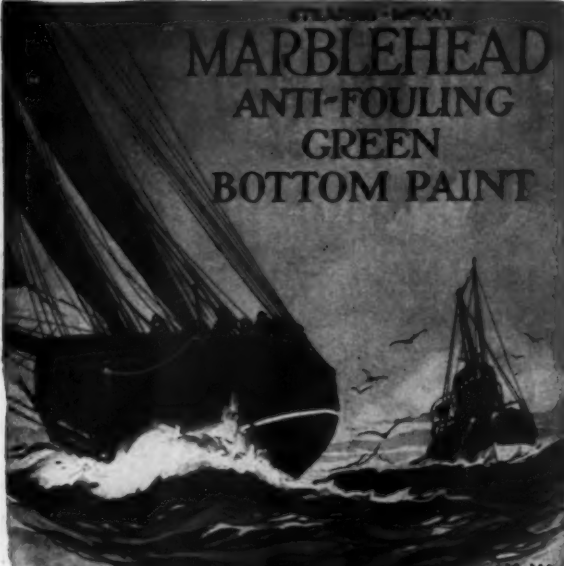
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was situated on the old Stuyvesant Farm at what is now about Sixth Street, near the East River, New York City. The painting shows Pascal B. Smith, the founder of our house and of the Varnish Industry in America, melting hard fossil gums for varnish in the small kettles then in use.

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Ill.

## Salvage

(Continued from page 64)

you when they come lookin' for you," he screeched. "Don't you give no orders to my deckhand."

"Stow it, you ass. Don't fly in the face of your own interests, Scraggsy, you bandit. Yonder's a prize, but it'll require imagination to win it; consequently you need Adelbert P. Gibney in your business, if you're contemplatin' hookin' on to that bark, snakin' her into San Francisco Bay, an' libelin' her for ten thousand dollars' salvage. You an' me an' Mac an' The Squarehead here have sailed this strip o' coast too long together to quarrel over the first good piece o' salvage we ever run into. Come, Scraggsy. Be decent, forget the past, an' let's dig in together."

"If I had a gun," Scraggs cried, "I do believe I'd shoot you. Git out o' my pilot house, I tell you, or I'll stick a knife in you. I'll carve your gizzard, you blackguardin' pirate."

Inasmuch as Scraggs really did produce a knife, Mr. Gibney backed prudently away. "You're mighty quick to let bygones be bygones when you see me with a fortune in sight with you wantin' to horn in on the deal, ain't you?" the owner jeered. "You must think I'm a born fool."

"I don't think it a-tall. I know it. You're worse'n a born fool. You're sufferin' from acquired idiocy, which is the mental state folks find themselves in when they refuse to learn by experience an' profit by example. I've always claimed you ain't got no more imagination than a chicken, an' I'll prove it to you right now. Here you are, braggin' about how you're goin' to salvage that bark but givin' no thought whatever to the means to be employed. How're you goin' to pull her off? If the Maggie ever had a towline aboard I never seen it. Perhaps, however, you're figgerin' on poo'in' all the shoestrings aboard."

"Every ship that size has a steel towin' cable, wound up on a reel, nice an' handy," the new navigating officer reminded Mr. Gibney. "I can put the skiff out, get the bark's line, haul it back, an' make it fast on the bitts you two skunks has been occupyin' instead of a prison cell."

"Hello! There's another county gone Democratic. Your old man must ha' been to sea once an' told you about it. Them bitts won't hold."

"I'll make the towline fast to the mainmast."

"That'll hold, I admit. But has the Maggie got power enough, what with the load she's totin' now, to tow that big bark in to San Francisco Bay?"

"Oh, we'll take it easy an' get there some time," Scraggs chipped in.

"You bet you'll take it easy—easier'n you think. Before you start towin' that bark, you'll have to clew up her canvas a whole lot to make the towin' easier, an' who's goin' to do that? An' you got to have a man at her wheel."

"Neils an' my mate."

"If that new mate dares to leave you in command o' the Maggie, alone an' unprotected on the high seas an' you with a fresh water license, I'll—"

"Then Neils an' I'll do it."

"You don't know how. Besides, you're afraid to go aboard that bark. You don't know what kind of a frightful disease she may have aboard. Do you know a plague ship when you see one?"

Captain Scraggs paled a little, but the prospect of the salvage heartened him. "I don't give a hoot," he declared. "I'll take a chance."

"All right. Consider it taken. How're you goin' to get aboard her?"

"In the skiff."

"Where's the skiff?"

Captain Scraggs glanced around wildly, and when McGuffey jeered him, he cast his hat upon the deck and started to leap upon it. The devilish Gibney was right. It appeared that owing to a glut of freight on the landing, Captain Scraggs had decided, in view of the fine weather prevailing, to take an unusually large cargo that trip. With this idea in mind, he had piled freight over every available inch of deck space until the cargo was flush with the top of the house. On top of the house, the skiff always rested, bottom up. Captain Scraggs had righted the skiff, piled it full of loose artichokes from half a dozen crates broken in the cargo net while loading, and then proceeded to pile more vegetables on top of it and around it until the Maggie's funnel barely showed through the piled-up freight, and the little vessel was so top heavy she was cranky. In order to get at the small boat, therefore, it would be necessary to shift this load off the house, and the question that now confronted Scraggs and his crew was to find a spot that would accommodate the part of the deck load thus shifted!

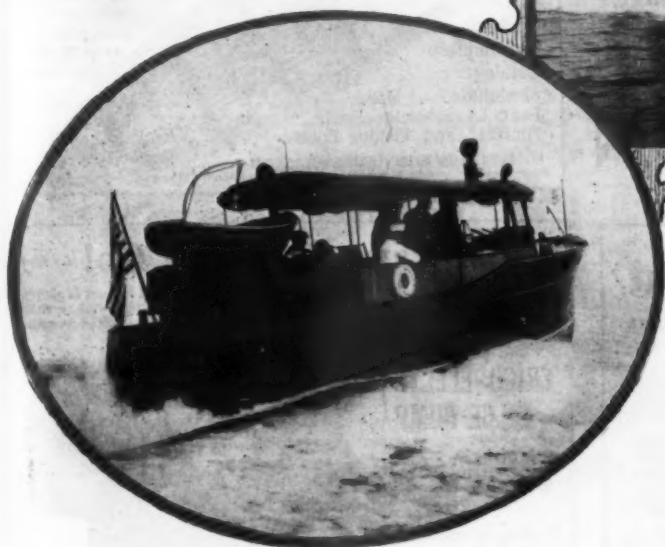
When Captain Scraggs had completed his hornpipe on his hat he threw an appealing glance at his new mate. "We'll jettison

(Continued on page 84)

# Jolly Beggar



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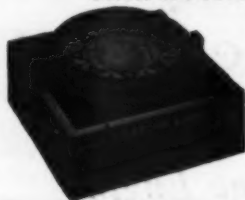
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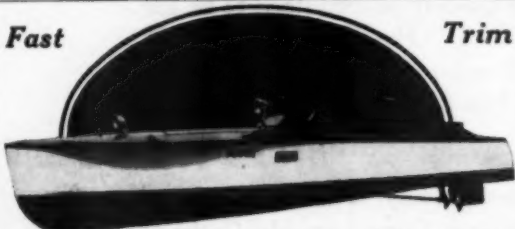


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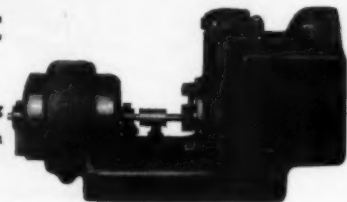
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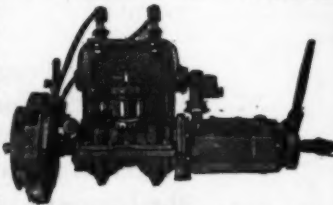
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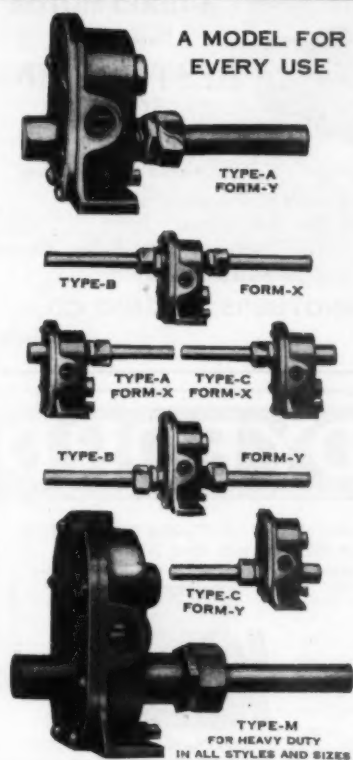
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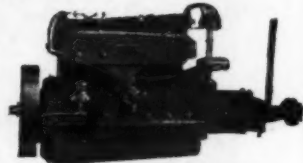
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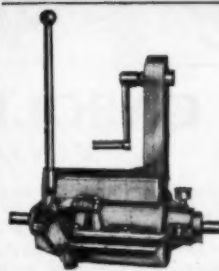
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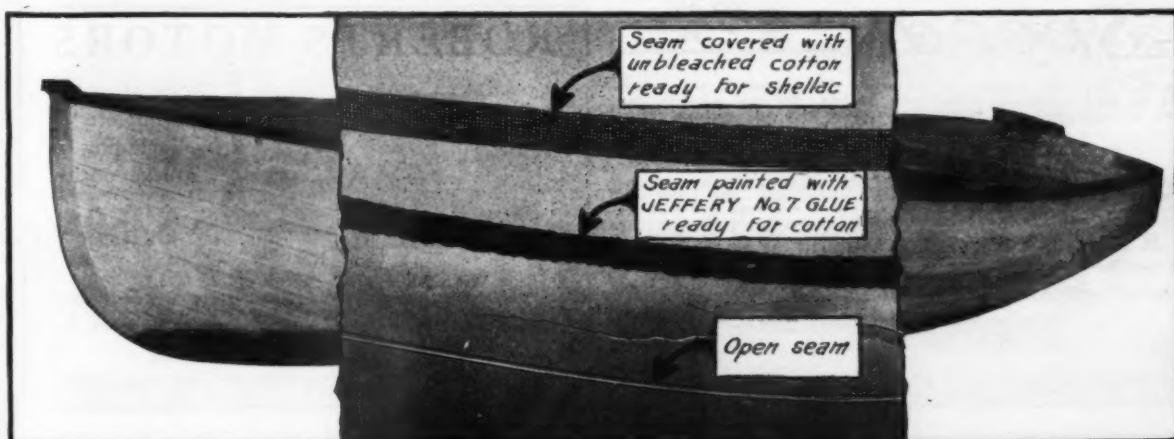
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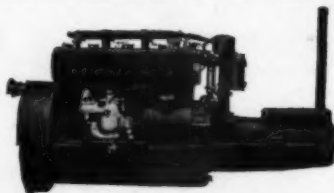
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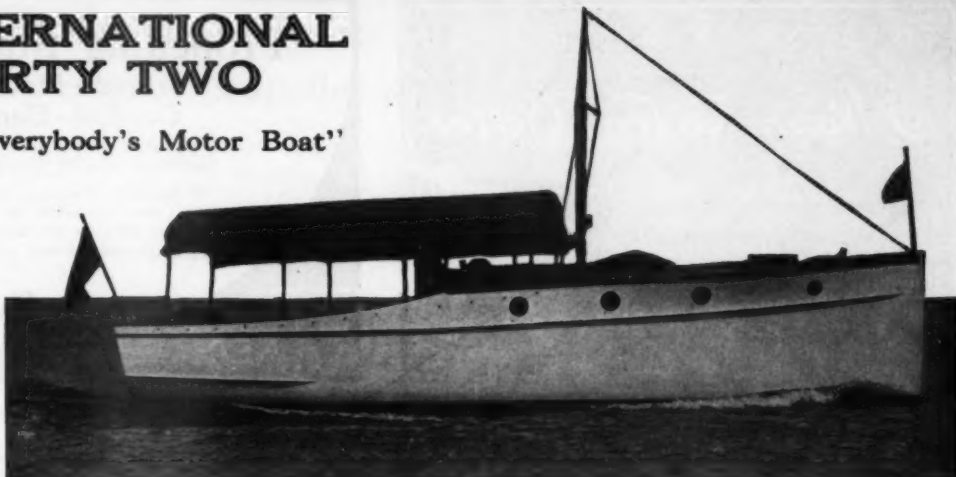
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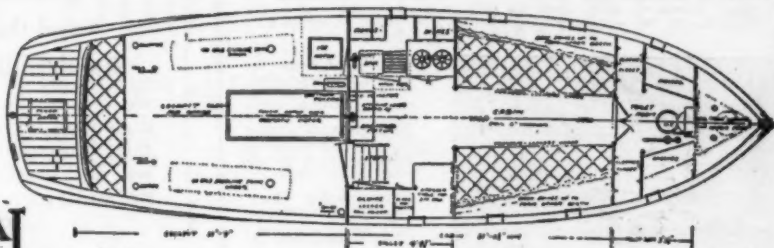
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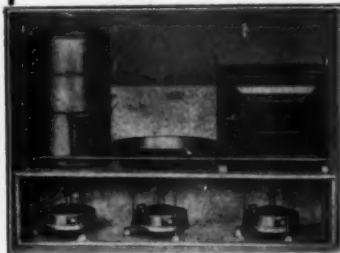
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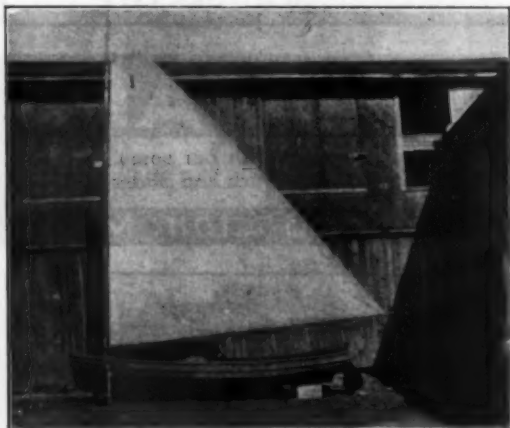
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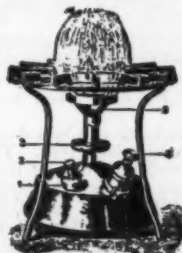
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## Cruisers and Express Cruisers Provide Great Sport

(Continued from page 27)

issues were very close on corrected time especially in the express cruiser class when it was only a matter of seconds between the first and last boat in.

In the class for boats of less than thirty feet in length, Felisi, owned by T. M. Russell of the Middletown Yacht Club proved the winner as well as the fastest boat in her class. Felisi is a tidy little craft which was built by her owner and is powered with a Frisbie motor.

One of the striking features of the boats in Class A, were the number of craft of the converted whale boat type. These are boats purchased from the government, used during the war as open craft, and then converted into real worth while motor boats by their new owners. W. L. Warner of Middletown, Connecticut, is responsible for the conversion design which was described and illustrated in the March, 1922, issue of MoToR Boating. Several of these boats were entered and all gave a good account of themselves. Immediately after the finish, Mr. Warner started for Boston via the outside route in one of these boats for the purpose of towing back to Greenport, Long Island, several more whale boats which he intends to convert into motor sailers. Most of these already converted have been powered with Frisbie four-cycle engines.

In the class for boats of over thirty feet in length, as was expected, Nueva owned by T. W. Brigham of Greenport, L. I., a member of the Shelter Island Yacht Club, won first place. Nueva is the cruiser which earlier this season won the ocean race from New York City to Atlantic City and return, and her designer, James Hussey of the Greenport Basin and Construction Company has so well interpreted the limitations of the handicapping rule, that from present indications, Nueva is going to be a hard boat to beat this summer.

It was in the express cruiser class that the closest competition was found as well as the most interest shown. In this class, we had three boats of the same dimensions, powered with similar motors, 6-cylinder Van Blercks, competing for the Express Cruiser Championship Trophy offered by the National Association of Engine and Boat Manufacturers. Competition for this trophy is limited by its Deed of Gift, to express cruisers powered with motors of American design and manufacture. This rule barred a fourth boat, Jolly Beggar, from this race but she raced in the Sinele Engine Express Cruiser Championship Free for All Class and had no trouble in winning by miles and miles. As a matter of fact Jolly Beggar is without doubt the fastest single-engine express cruiser which we

have in the world to-day. She is owned by Carlton H. Palmer of New York City and raced under the colors of the Rumson Club of New Jersey.

The express cruiser trophy was decided on points—each of the two fifty nautical mile legs being considered a race. The course for the first leg as previously mentioned, lay between Middletown and Stonington, Connecticut. Lohara, owned by L. H. Racke, easily took first place in the first half of the race, being some seven minutes ahead of Harpoon which nosed out by twenty-four seconds the boat Adriel Too, owned by Fleet Captain L. M. Brooks. At this point of the race it looked as though Lohara should have no trouble in winning the second leg of the race, thus taking the trophy away from the Middletown Yacht Club where it has been for the past year. But like a ball game, no race is over until the last man is out in the ninth inning and not only Harpoon but Adriel Too, both beat Lohara on the run from Block Island to Sachem's Head giving the race and trophy to Harpoon by the margin of one point. In this heat, Harpoon's corrected time for 50 nautical miles was 2-37-00, Adriel Too's 2-37-25 and Lohara's 2-38-21, so it will be seen that only a margin of one minute, 21 seconds separated the first and third boat and thus decided the result. But the small difference in corrected time at the finish faded into insignificance compared with the closeness of the actual finishes at the end of the leg from Block Island when the first and second boats were less than one second apart after fifty miles of heart breaking speeding.

The boats were all started together on the first leg from Middletown to Stonington but on the run from Block Island to Sachem's Head, the interval they were apart when arriving at Stonington, was used as the basis of starting in the second leg.

Harpoon arrived at Stonington ten minutes, 51 seconds behind Adriel Too, so she was started this amount ahead of Adriel on the run from Block Island. Lohara was sent away eleven minutes later and Jolly Beggar thirty minutes after Lohara, which was the interval between them at the finish of the previous day's run. This method of starting the boats promised to make a real race out of it and as developments a little later showed, the promises were made good.

The crew of Harpoon consisted of Commodore Cornell, Chester Bagg and the Editor of MoToR Boating. The Commodore was in charge of everything and so efficient was

(Continued on page 94)



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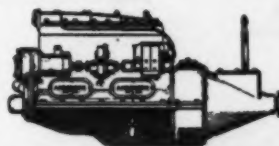
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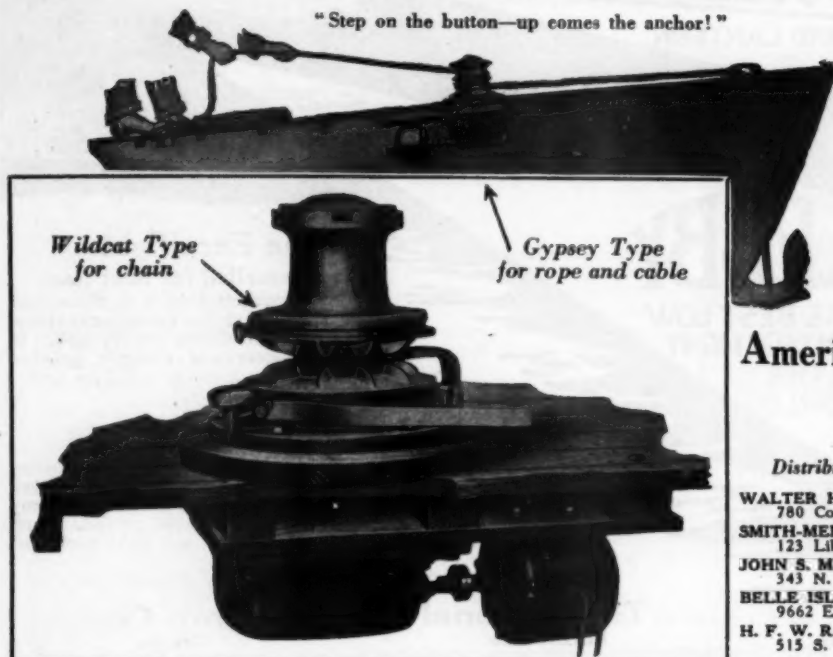
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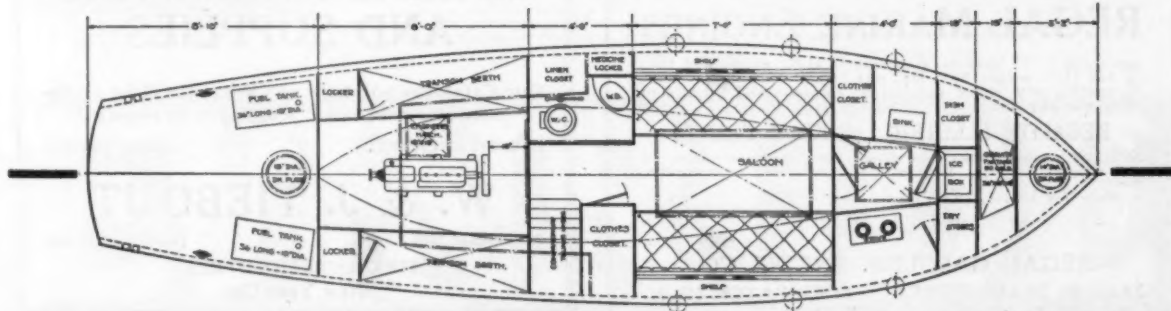
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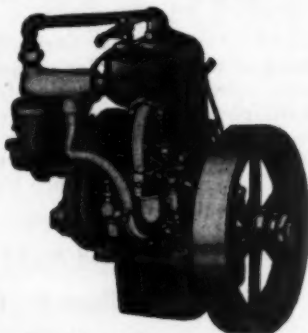
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## Salvage

(Continued from page 84)

what freight proves an embarrassment," this astute individual advised. "The farmers that own it will soak you a couple o' hundred dollars for the loss, but what's that with thousands in sight waitin' to be picked up?"

"Hear that, Gib? Hear that, you swab?"

"I heard it. Did you hear that?"

"What?"

"A nice, brisk little nor'west trade wind that's only blowin' around thirty mile an hour. The Maggie ain't got power enough to tow the bark agin that wind. You'll haul her ahead two feet an', in spite o' you, she'll slip back twenty-five inches."

"That trade wind dies down after sunset," the devilish new mate informed him.

"Quite true. But in the meantime you're burning coal loafin' around here, an' before you get the bark inside you'll be plumb out o' coal," Mr. McGuffey reminded them. "I know this old coffin like I know the back o' my own hand. Why, she lives on coal! Oh-h-h, Scraggsy, Scraggsy, poor old Scraggsy," he keened in a high falsetto voice and subsided on a crate of celery, the while he waved his legs in the air and affected to be overcome by his merriment. Scraggs turned the color of a ripe old Edam cheese, while Mr. Gibney folded his hands and looked idiotic.

"Old Phineas P. Scraggs, the salvage expert!" McGuffey's falsetto would have maddened a sheep. "He cast his bread upon the waters and lo, it returned to him after many days—and made him sick. O-h-h-h, Scraggsy—poor old Scraggsy! If he went divin' for pearls in three feet o' water he'd bring up a clam shell. Oh, dear, I'm goin' to die o' this, Gib."

"Don't, Bart. I'm goin' to have need o' your well-known ability to help salvage this bark. Scraggs, you old sinner, has it dawned on you that what this proposition needs to get it over is a dash o' the Adelbert P. Gibney brand of imagination?"

The new navigating officer drew Captain Scraggs aside and whispered in his ear: "Make it up with these Smart Alecks, Scraggs. They got it on us, but if we can send you an' Halvorsen, McGuffey and Gibney over to the bark, you can get some sail on her an' what with the wind helpin' us along, the Maggie can tow her all right."

Mr. Gibney saw by the hopeful, even cunning, look that leaped to Scraggs's eyes that the problem was about to be solved without recourse to the Gibney imagination, so he resolved to be alert and not permit himself to be caught out on the end of a limb. "Well, Scraggsy" he demanded.

"I guess I need you in my business, Gib. You're right an' I'm always wrong. It's a fact. I ain't got no more imagination than a chicken. Hence, havin' no imagination o' my own I ask you, as man to man an' appealing to your generous instincts as an old friend an' former valued employee, to let bygones be bygones an' haul us out o' the hole that threatens to make us the laughin' stock o' the whole Pacific Coast."

(To be Concluded)

## Evinrudes on Police Duty

The Royal Canadian Mounted Police have just ordered an immediate shipment of three 3½ h.p. Standard Evinrude Outboard Motors through the Montreal representative of the Evinrude Motor Co., Milwaukee, Wis. These machines are to see duty in the waters above the arctic circle according to E. Drolet, the Canadian representative who placed the order. They have just been shipped by express to Quebec where they will be placed on a steamer leaving for the North the last of this month.

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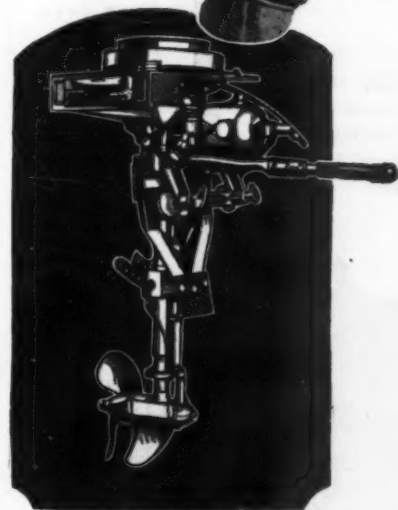
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TWIN

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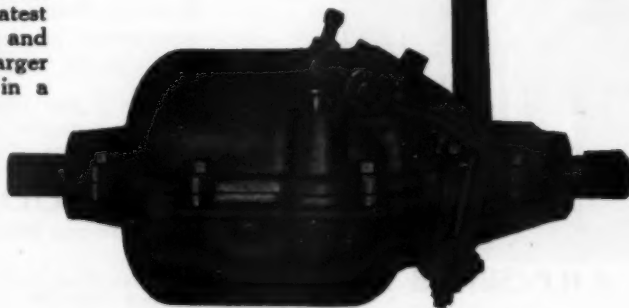
**T**HE smooth engagement and tremendous holding power of the Multi-Cone Clutch is due to its great friction surface. See the four large cones in the illustration and note that all the friction surface is at the point of greatest diameter which increases the leverage and holding strength. These cones are much larger and sturdier than the thin plates used in a multiple disc clutch.

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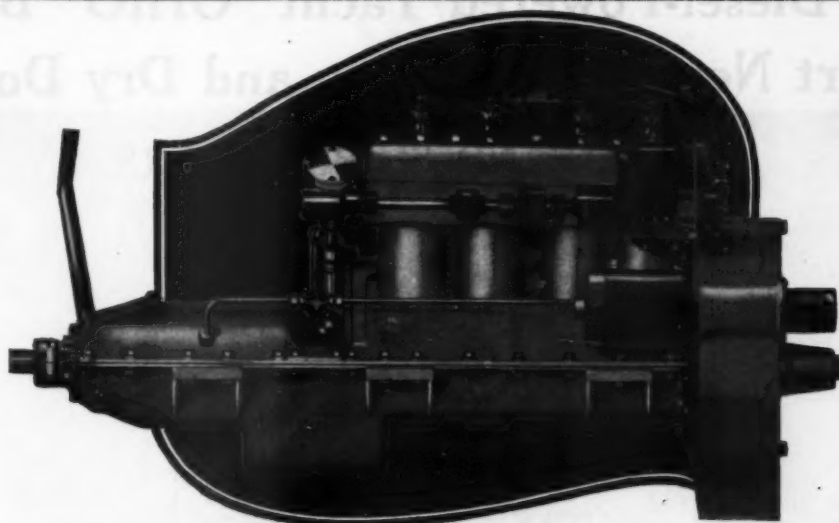
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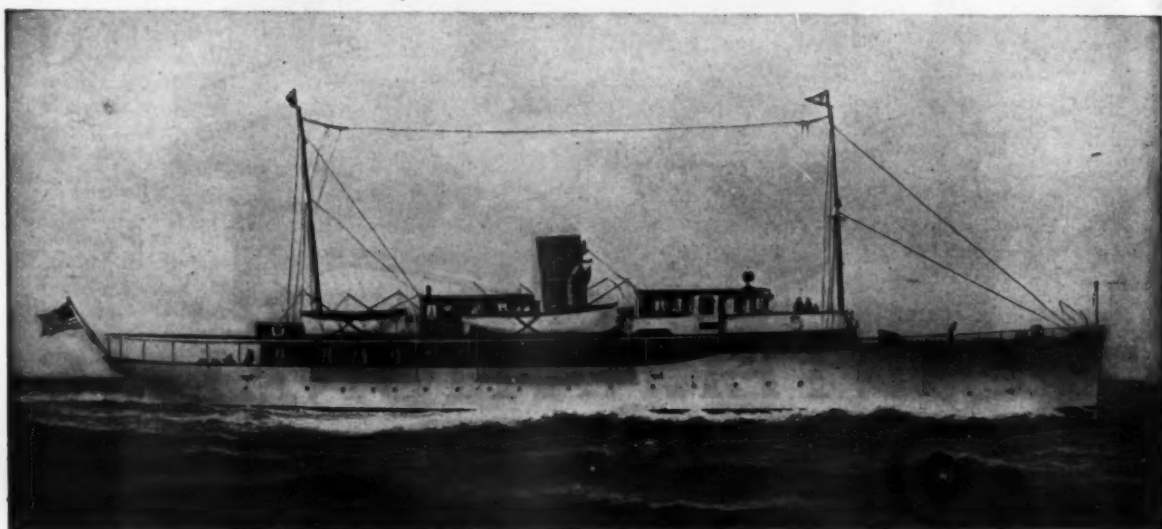


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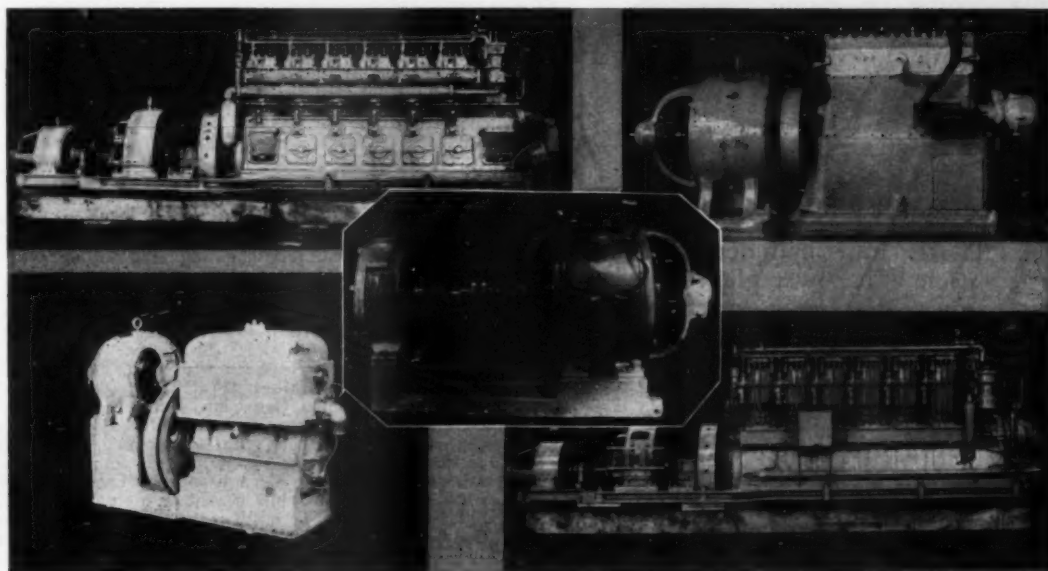
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We have designed and manufactured the main driving units for this ship as well as the necessary auxiliary machinery. She is 119', 3" O.A., 23' beam, 3' draft.

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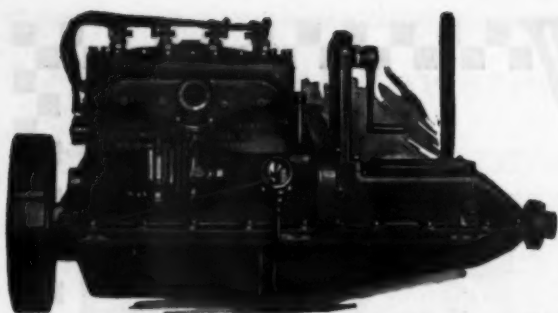
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## Radio Possibilities for Boats and Clubs

(Continued from page 31)

which a radiophone equipped yacht would derive from such equipment while cruising, for the yacht would probably be within communicating distance of some yacht club most of the time. The first appeal for real organized radio in the yachting field should be to the various yacht clubs all over the country. The real benefit to be derived from the radio in yachting will come through the number of yachts and yacht clubs so equipped.

This is a different angle to the subject of radio aboard yachts, than the installation merely of a receiving station with which to pick up radio broadcasting stations, receiving concerts and various other forms of entertainment. Broadcasting stations would only be a part of the benefits derived through yachting radio as here outlined.

A practical instance of radiophone intercommunicating possibilities between a yacht club and another yacht or point, was clearly demonstrated by the writer at the well-known Cocolobo Cay Club, situated on a little island several miles out to sea and 49 miles south of Miami, Florida. Here the writer installed a complete radiophone receiving and transmitting equipment for regular scheduled phone communication with another specially built radiophone shore station at Little River, Florida, located 110 miles north of Miami. This radiophone intercommunicating system was for the service and benefit of the Cocolobo Cay Club members and their guests. Three schedules a day were maintained between the shore station at Little River and the Club. Before a yacht left Miami Beach or Miami for the Cocolobo Cay Club, Little River station was notified, and the operator on one of his three schedules would telephone the Club just what yacht was coming, when it would be due, the number in the party, and any other information that was seen fit to send. Thus a constant check was kept of all yachts bound for this club located on a small island out to sea, and was the means of much real benefit to many yachting parties. Before the installation of the radio at this club, yachts would tie up at the club landing with large parties for dinner. This sudden call for dinner was the cause of much work and inconvenience on the part of the steward and sometimes the parties. It was not uncommon for two and sometimes three parties to arrive for dinner at the same time, and, of course, cause considerable confusion in serving to so large an unexpected number. This was all eliminated and systematized through the club's intercommunicating system. The steward of the club was notified by radiophone hours in advance of the coming of a party for dinner, the number in the party, and when they would be due. When the yachting party arrived at the club, their dinner would be all ready, and after heartily enjoying the steward's famous crawfish, they would sing the praises of the Cocolobo radio.

On different occasions yachting parties would spend the night at the club and would notify their friends at home of their whereabouts through the Little River station, thus saving considerable worry and anxiety when a yacht failed to return at the end of the day from its trip to the club. In all of the time that communication was established between the Little River and the Cocolobo Cay Club stations, there were not half a dozen times that the two points were not in phone communication with each other. All the members had to do to send a phone message to the lonely and isolated Cocolobo Cay Club out to sea, was to phone the Little River station, which in turn would talk to the club. During President Harding's visit last winter to the Cocolobo Cay Club, the radiophone system made it possible for those ashore to learn of his arrival there and other details of his visit.

Here we have a tried and proven example of the possibilities of yacht club radiophone service to various yachts and clubs within its range. Just as Little River station out of Miami, Florida, radiophoned to the club on an island nearly 50 miles away, so can various yachts of all classes communicate with their yacht club.

We have a number of tried and proven receiving outfits with ranges up to several thousand miles, which will receive not only broadcasting stations, but the stations of fellow yachtsmen, and the yacht club as well. There are several very practical low powered but highly efficient radiophone transmitters on the market today, which are readily suited to yachting requirements. These would give a range up to several hundred miles.

The most efficient and best adapted radiophone transmitting and receiving sets for yacht purposes will be later described. The writer has spent five years of experimental work in radio aboard a 45-foot cruiser, during which time the most efficient types of aerials, grounding systems, transmitters and receiving sets for yacht usage have been determined. These actual tests under all conditions have proven conclusively the real practical benefits to be derived by radio aboard medium and small sized craft. The Cocolobo Cay Club is an example of demonstrated value of radio equipment to a yacht club and its members.





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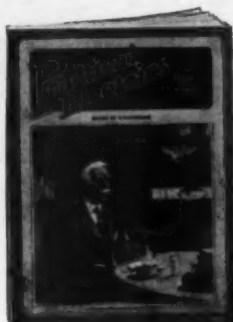
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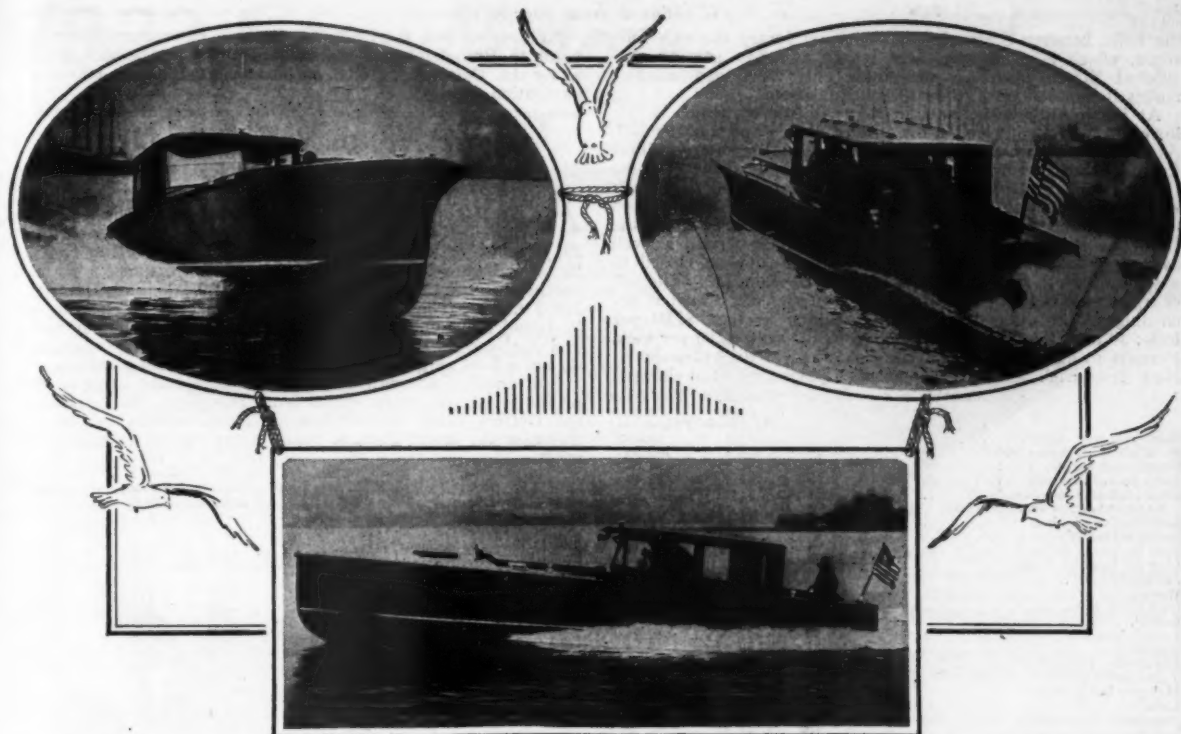
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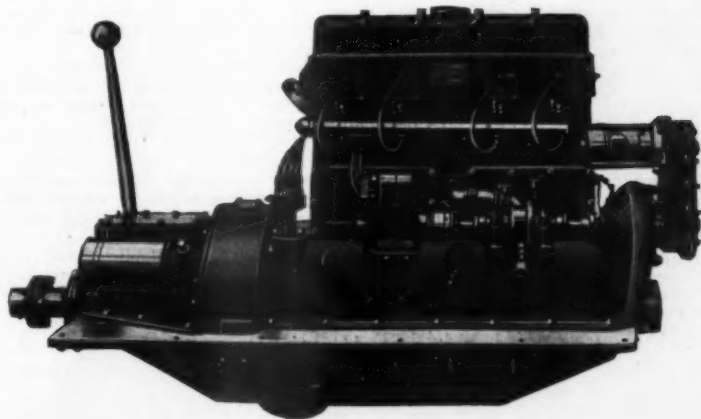


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speed, 100 H.P. at 1600,  
\$1450.00  
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speed 150 H.P. at 1850,  
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H.P. at 600-1200, \$1190.00  
Model MHR  $4\frac{1}{2} \times 6$ " special  
high speed, 60 H.P. at 1600,  
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## Where to Cruise

(Continued from page 42)

the Kills, between Staten Island and New Jersey shores. This route, which is about the same length as when passing outside of Staten Island, is preferable only when bad weather makes it impossible to go by the outside route.

At Perth Amboy, the Raritan River is entered, which is followed to New Brunswick, a distance of eleven and a half miles. At this point, the Delaware and Raritan Canal is entered. This Canal, which is forty-three miles in length, is owned by the Pennsylvania Railroad Company and all boats passing through same are subject to the Canal regulations. There are thirteen locks between New Brunswick and Bordentown on the Delaware River. A draft of seven feet can be carried as well as a fifty-foot head room clearance. The Canal is closed to navigation from 12:01 A. M. to 11:59 P. M. Sundays. The toll charged pleasure motor boats passing through the Canal is according to the following schedule—Under 50 feet, \$1.00 per lock; 50 to 75 feet, \$1.50 per lock; 75 to 100 feet, \$2.00 per lock. Permits to navigate the Canal are obtained at the entrances at New Brunswick and Bordentown upon payment of toll charges.

Coast & Geodetic Survey Chart Nos.	Distance Between	Total Miles From New York	Total Miles From Philadelphia
Battery.....	...	34.13	72.78
Ft. Wadsworth, Staten Island.....	6.25	6.25	100.66
Old Orchard Shoal.....	6	12.25	94.66
Perth Amboy, Bridge.....	9.25	21.5	85.41
Dock 14, New Brunswick, N. J.....	11.5	33	73.91
Outlet Lock—Canal Entrance			
Lock 15, Deep Lock.....	1.13	34.13	72.78
Lock 12, Five Mile Lock.....	4.80	38.93	67.98
Lock 11, Bound Brook.....	1.70	40.63	66.28
Lock 10, Ten Mile Lock.....	2.39	43.02	63.89
Zarephath.....	.60	43.62	63.29
Weston.....	2.57	44.19	62.72
East Millstone.....	2.19	46.38	60.53
Lock 9.....	6.32	52.70	54.21
Lock 8, Kingston.....	4.30	57.00	49.91
Aqueduct.....	2.37	59.37	47.54
Drawbridge, Princeton.....	1.38	60.75	46.16
Turnpike Bridge.....	4.61	65.36	41.55
Mulberry St., Trenton.....	3.79	69.15	37.76
Lock 7.....	1.64	70.79	36.12
Aqueduct.....	.32	71.11	35.80
Lock 6.....	.50	71.61	35.30
Lock 4, Yacht Basin.....	.86	72.47	34.44
Lock 3.....	.33	72.80	34.11
Lock 2.....	.55	73.35	33.56
Bordentown, Lock 1, Canal Entrance...	3.31	76.66	30.25
Roebling.....	4.25	80.91	26.00
Bristol-Burlington.....	4.75	85.66	21.25
Beverly.....	4.5	90.16	16.75
Riverside.....	3	93.16	13.75
Palmyra.....	295	97.16	9.75
Camden.....	3.25	100.41	6.5
Philadelphia.....	296	106.91	...
League Island.....	296	112.41	...
Essington.....	296	118.91	...

At Bordentown, the Delaware River is entered and from this point to Philadelphia, a distance of thirty miles, the channel along the Delaware is well marked by government buoys and navigation lights.

## Cruise No. 6, Buffalo to Detroit

(Use MOTOR BOATING Charts Nos. 13 & 14)

ALTERNATIVE routes between Buffalo and Detroit are possible: motor boatmen may either follow the American shore of Lake Erie to Detroit which in distance totals 291½ miles, or may take a more direct route, keeping close to the Canal shore of the Lake most of the distance. By this northern route, the distance between Buffalo and Detroit is 279½ miles. The greater number of harbors and towns will be found along the American shore, while the Canadian towns and harbors, as a rule, are much smaller, further apart, and do not afford as good protection against sea and weather.

Still another alternative is possible should the cruising man prefer to lay his course direct from Buffalo to the entrance of the Detroit River without keeping close to either shore. In this case the direct distance between the two cities will be 260 miles.

U. S. Lake Survey Chart Nos.	Distance Between	Total Miles From Buffalo	Total Miles From Detroit
Following U. S. Shore Line			
Buffalo to Detroit			
Buffalo.....	...	...	291½
Dunkirk.....	31	34½	257
Erie.....	32	43	214
Conneaut.....	33	26½	104
Ashtabula.....	13	26½	117
Fairport.....	34	26½	143½
Cleveland.....	33	29½	173½
Lorain.....	35	24½	197½
Vermilion.....	...	9½	207½
Huron.....	36	9	216½
Sandusky.....	...	9½	225½
Detroit River Entrance.....	37	41½	267
Detroit.....	41	24½	291½
Following Canadian Shore Line			
Buffalo to Detroit			
Buffalo.....	...	...	279½
Port Colborne.....	...	19½	19½
Port Maitland.....	...	17	36½
Long Point.....	...	33	69½
Port Burwell.....	...	40	109½
Port Stanley.....	...	21	130½
Rondeau Harbor.....	...	46	176½
Point Pelee.....	...	42	218½
Detroit River Entrance.....	...	36½	255
Detroit.....	...	24½	279½
Buffalo to Detroit direct course.....	...	...	260

## Cruisers and Express Cruisers Provide Great Sport

(Continued from page 80)

he, that the rest of the crew was superfluous and were carried only to comply with the rules requiring three persons to be on board. A possible exception to this statement might be made regarding Chester Baggs who was about the best combination of engineer-cook that sails the seas to-day. Aside from his services on board Harpoon during the race which without question were instrumental in Harpoon's fine showing, Baggs, together with Lee Tyler who was a member of the crew of Adriel Too were solely responsible for Commodore Cornell's ability to make a start with Harpoon.

It was this way: about forty-eight hours before the start, Harpoon's owner discovered her bilge filled with oil. Upon investigation, he found a hole punched through the oil base of the engine, not a very encouraging discovery to make with an important race only two days off. Messrs. Baggs and Tyler were called into consultation, and their only reply was, "Yes, forty-eight hours to starting time—equivalent to forty working hours, she'll be ready." But it took the forty working hours to do the trick. The motor was taken down—it was found that the aluminum pistons and pins had disintegrated, permitting a set screw to fall into the oil base which in turn had

been driven through the base by a connecting rod. The motor, a Van Blerck, is no longer built, and no new pistons procurable, but it would not be safe to trust the present aluminum ones for such a long grind. The only way to get new pistons was to make them. New York was called on the telephone and an order given for new pistons to be turned out of solid blanks. This done, they were rushed up to Middletown by special messenger. Then Baggs and Tyler started building up again and forty hours of continuous work brought the reward—not only the satisfaction to Tyler and Baggs, a chance to race to Commodore Cornell, but the Trophy.

We on Harpoon after our start from Block Island at exactly 10 a. m. and headed the bow of Harpoon for the finish line at Sachem's Head fifty nautical miles away—I don't think we were more than a couple of seconds late getting across the starting line—if we had been a single second later, we would have lost the race.

Our first mark was to be Little Gull Island, 27½ miles from the starting line. Long before we picked up Little Gull, Adriel Too's size over our stern had grown from a mere speck

(Continued on page 114)

## SUMMARY OF RACES OF MIDDLETOWN YACHT CLUB, JUNE 30—JULY 2, 1923

### CRUISERS UNDER 30 FEET—50 NAUTICAL MILES

Boat	Owner	Rating	Elapsed Time	Time Allow.	Corr. Time	Position
Lagola	A. Gildersleeve	30.17	7-45-51	1-24-50	6-20-51	2
Polly Woe III	F. H. Crouch	33.40	7-32-44	0-44-50	6-47-54	3
Felici	T. M. Russell	33.50	6-44-22	0-43-47	6-00-35	1
Whoopee	E. A. Robinson	34.60	not timed	0-31-56	...	...
Rubeth	W. G. Gibney	37.92	6-52-42	Scratch	6-52-42	4

### CRUISERS OVER 30 FEET—50 NAUTICAL MILES

Boat	Owner	Rating	Elapsed Time	Time Allow.	Corr. Time	Position
Dixie II	H. R. Dougherty	36.41	not timed	1-0-30	...	...
Gaviata II	S. R. Goss	38.57	5-52-21	0-41-22	4-50-59	4
Winkle	T. Palmer	39.62	5-59-33	0-32-43	5-26-50	5
Marion	G. W. True	39.79	5-14-46	0-31-23	4-43-23	3
The Polly	S. A. Miner	40.22	6-01-34	0-28-07	5-35-27	6
Red Pepper	B. L. Lawton	40.70	5-05-35	0-24-23	4-41-02	2
Nueva	T. W. Brigham	41.07	4-46-23	0-21-57	4-24-26	1

### EXPRESS CRUISERS—2 LAPS OF 50 NAUTICAL MILES EACH

Boat	Owner	Time Allow.	Elapsed Time	Corr. Time	Position
Harpoon	M. S. Cornell, Jr.	72.60	0-23-26	3-07-22	2-43-56
Adriel Too	L. M. Brooks	77.69	0-12-11	2-56-31	2-44-20
Lohara	L. H. Racke	79.83	0-07-48	2-45-13	2-37-25

### FREE FOR ALL SINGLE ENGINE EXPRESS CRUISER CHAMPIONSHIP—2 LAPS OF 50 NAUTICAL MILES EACH

Boat	Owner	Elapsed Time	Elapsed Time	Total Time	Position
Harpoon	M. S. Cornell, Jr.	3-07-22	3-00-26	6-07-48	4
Adriel Too	L. M. Brooks	2-56-31	2-49-36	5-46-07	3
Lohara	L. H. Racke	2-45-13	2-46-09	5-31-22	2
Jolly Beggar	C. H. Palmer	2-14-56	2-15-42	4-30-38	1

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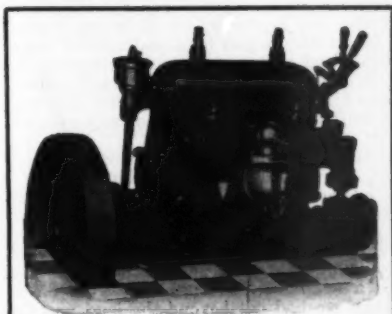
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In small cruisers up to 35 feet—Runabouts 20 to 30 feet and work boats the Gray 4 cylinder valve-in-head has given their owners better Economy and more speed than any other type of the same bore and stroke.

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Due to the special design of the Cam Shaft, push rods and rocker arms, scarcely a sound can be heard with the ear close to the engine.

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### Note The Big Crankshaft

The diameter of the main bearings are: Front  $2\frac{1}{8}$ ". Center  $2\frac{1}{16}$ ". Rear 2". The lengths are  $3\frac{3}{8}$ ",  $2\frac{1}{4}$ ",  $2\frac{1}{2}$ " respectively. Crankshaft is 40-50 point carbon steel forging, heat treated and ground.

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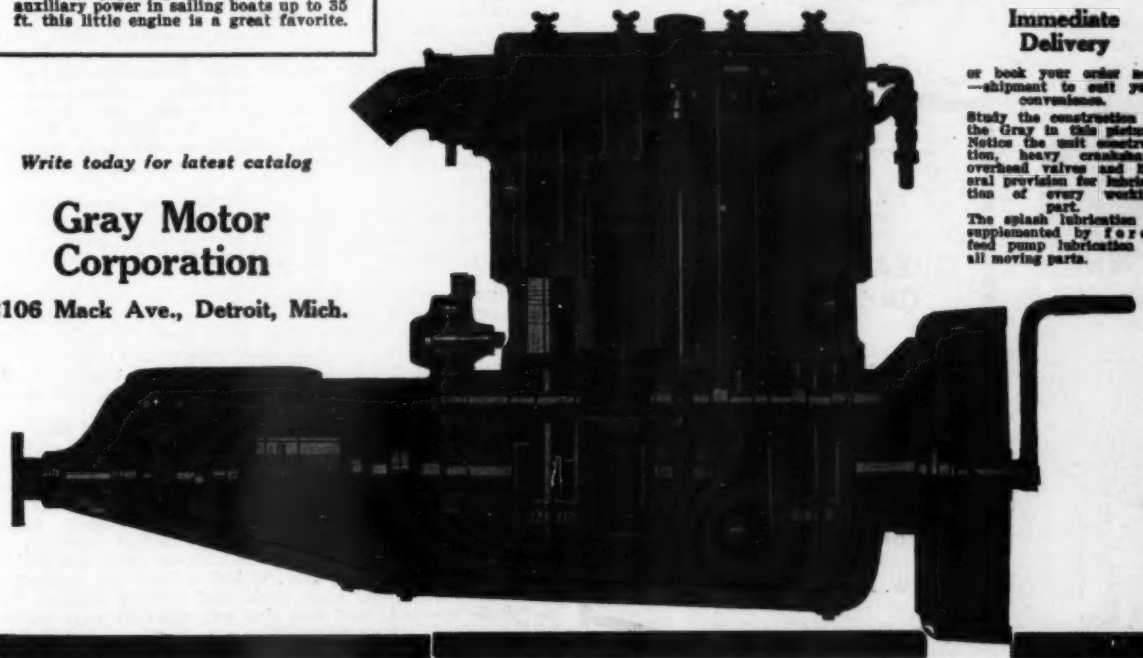
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## Not Quite Winning the Race to Bermuda

(Continued from page 16)

and eased the mooring lines and fenders to make the vessel comfortable. "Then and there," said Captain Doane, "I realized that he was the man for me. Any cook that will lend a hand on deck is a good cook." But that was before Seafarer has discovered the Gulf Stream.

About myself I can only say that I was the first man sick. We had drifted through the Race and picked up a northeast slant beyond Montauk Point. All the afternoon and night of June 12 we had roistered along with increasing wind and sea, and on the morning of the 13th—unlucky day—when the wind went East and really blew, I met my fate. I was the first over the lee rail, and although all hands with the exception of Judge Coffin and Bradley followed me in close order, it was I who set the pace. The Captain said later—when he was able to talk—that the most remarkable thing he had ever seen at sea was, "Mr. Loomis and Mr. Rigg coming on deck with sandwiches in one hand and cigarettes in the other three minutes after being sick." But for my part I accept no credit for this feat. If it were not for the ephemeral nature of my chronic seasickness I should never go to sea.

And now that all hands have been introduced we can get on with the race. The start, off Sarah's Ledge, looked like the beginning of an inter-club contest in protected waters, with twenty-two yachts jockeying above the line. Some paralleled it, some wore away from it, and some edged toward it, and only Seafarer ploughed purposely at it, a bone in her teeth. Triumphantly we crossed the line in the lead—Oh happy augury for the race's finish!—and then the gun fired and a harsh voice on the committee boat advised us to return and try again. So we crossed the line twice—ahead of everybody and behind everybody. Ten minutes after we had broken out our balloon the wind died, and we drifted through fog in company with the rest.

I was only partly conscious during this experience, for after months of sailing with the simple rigging of Hippocampus, I found myself dazed by Seafarer's fisherman's staysail, her balloon, her jiggers, and the whatnot of a schooner's gear. Moreover, I had never been in a sailing race before, and when Bradley and Rigg talked of the intricacies of gaining a yard on this boat and blanketing that one, and of taking in the balloon to rig it as a spinnaker, I could only look on in wonder. However, when we had got beyond the land and the time came to stream the log and take our departure I felt more at home, and at 2:10, having seen Great Eastern buoy drop astern in the fog, I revived sufficiently to lay a SSE course for St. David Head.

This course is direct and takes no account of Gulf Stream drift, and were I to take part in the race again, I should not steer it until we had come in sight of land. But it was the consensus aboard that the shortest way is the straightest line, and that drift should be compensated later, and so with lifting bow and lifted sheets we headed for Bermuda. Lin Rigg now took up his chant of "Crack on the balloon," while Judge Coffin plied me with questions that I did not know how to answer. Where was the steamer lane? What ships had sailed from New York or were expected there? Where did the Gulf Stream begin and where did it end? and so on *ad infinitum*. These were all evils that I had left to the hour of evil, but now I had to make calculations and study the pilot chart so that the owner might have confidence in his navigating department.

The afternoon and night of the first day passed without incident except that we were able to identify the steamer lane by sighting a ship passing east several miles astern of us. This hazardous adventure left only the Gulf Stream to be discovered.

During the next day the wind blew steadily from ENE, and our noon position showed that the twenty-two hours since leaving Montauk Point we had made good 160 miles. This was some ten miles behind our dead reckoning, but Steele, who, like myself, was equipped with the materials of navigation, got a latitude that coincided with mine, and we accepted it for truth.

And now we entered the Stream, as the increased wind and general cussedness of the sea bore witness. But we did not need these signs nor the betraying color of the water to tell us where we were. The cook was our surest guide. He had crossed the oceanic river twice before in his life and he had the firm conviction that he would never cross it again. Looking at him stretched flat on the spongy cockpit cushions, his head lolling with the motion of the boat, we could well believe him. For a day and a half he had cooked fat, nourishing meals of veal cutlet, roast pork, and country sausage that everybody spurned; and now that our appetites were coming back he could cook no more. Rigg sang hymns and recited the

(Continued on page 106)



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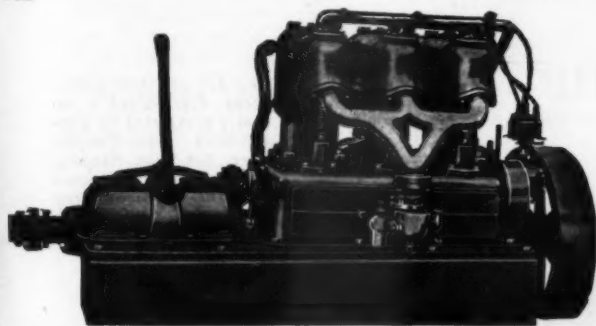
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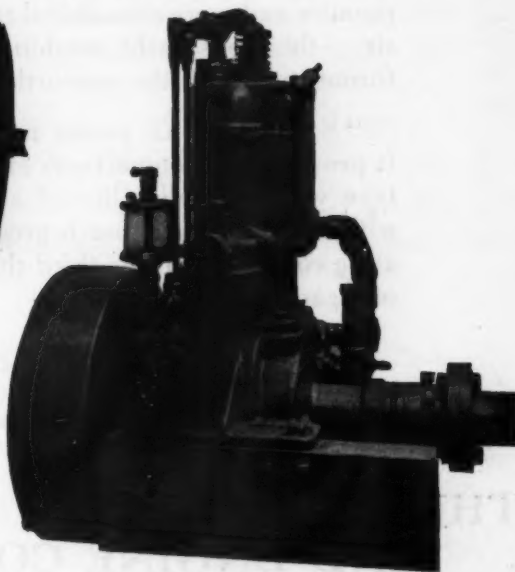


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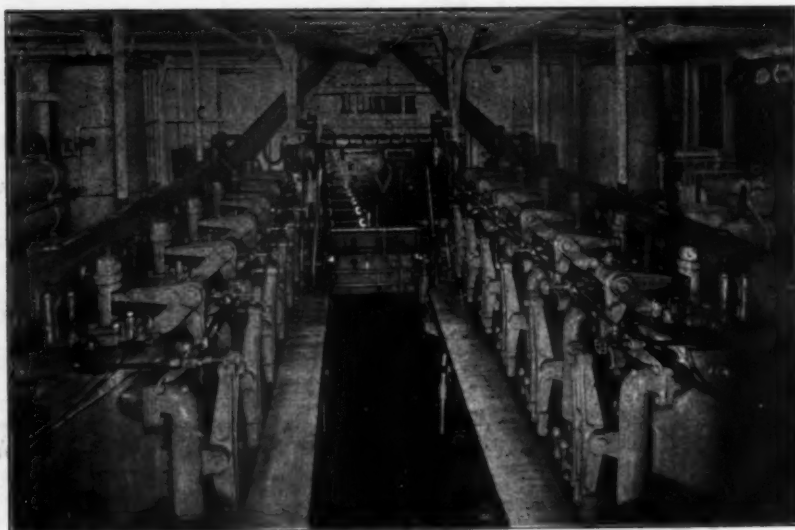
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DIESEL engines.



**Z**ALOPHUS signalizes the development of a new type of pleasure craft. Larger and more able than the typical motor houseboat—far roomier and more economical to operate than a conventional yacht of its size—this houseyacht combines the comfort and accommodations of the former type with the seaworthiness and cruising ability of the latter.

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# Mississippi Valley Power Boat Association Regatta

July 2, 3, 4, 1923, Burlington, Iowa

Summary of Events Over 2 1/4 Mile Course

(For descriptive story see pages 22, 23, 24 and 120)

## Class 104—Distance 2 1/4 miles: 1 Lap

Place	Boat	Owner	Elapsed Time	
			1st Heat	2nd Heat
1	Buddy II	Phil Becker, Jr., Peoria, Ill.	5:17.4	5:10
2	Miamet	J. H. Judge & A. C. Sinclair, N. Orleans	D.N.F.	D.N.S.

Winner, Buddy—Best Speed 29.03 m.p.h.

## Class 151—Distance 5 miles: 2 Laps

Place	Boat	Owner	Elapsed Time	
			1st Heat	2nd Heat
1	Miss Quincy	C. E. Padgett, Quincy, Ill.	8:20	9:02
2	Margaret III	Selby, Conover, Steinmetz, Pekin, Ill.	8:20.4	9:03
3	Buddy II	Phil Becker, Jr., Peoria, Ill.	10:70	10:34.4
4	Miss Peoria	R. H. Daniels, Peoria, Ill.	D.N.S.	10:18
5	Little Sister	Dan Shields, Rock Island, Ill.	11:10	D.N.F.

Winner, Miss Quincy—Best Speed 36 m.p.h.

## Class 215—Distance 5 miles: 2 Laps

Place	Boat	Owner	Elapsed Time	
			1st Heat	2nd Heat
1	P.D.Q. VI	A. C. Strong, Evanston, Ill.	8:52	9:05.8
2	Miss Quincy VI	C. E. Padgett, Quincy, Ill.	8:54.4	9:11
3	Margaret III	Selby, Conover, Steinmetz, Pekin, Ill.	9:16	9:22
4	Miss Shirley Jane	M. J. Harkless, Harvey, Ill.	9:38.4	9:43.4
5	Miss Peoria	R. H. Daniels, Peoria, Ill.	10:46	10:56
6	Frazzle V	Randall McFarlan, Cincinnati, Ohio	10:50	10:56.2
7	Miss Velie	G. E. Kelting, Peoria, Ill.	D.N.S.	10:18

Winner, P.D.Q. VI—Best Speed 33.96 m.p.h.

## Class 320—Distance 5 miles: 2 Laps

Place	Boat	Owner	Elapsed Time	
			1st Heat	2nd Heat
1	Ethel XI	Chas. P. Hanley, Muscatine, Ia.	8:03.4	7:40
2	P.D.Q. VI	A. C. Strong, Evanston, Ill.	8:16.4	8:23.8
3	Miss Quincy	C. E. Padgett, Quincy, Ill.	8:40.4	9:34.8
4	Miss Cadillac	Fetterley & Revot, New Orleans, La.	9:21.4	8:27.6
5	Princess Pat	Selby, Conover, Steinmetz, Pekin, Ill.	8:51.2	9:24.6
6	Miss Velie	G. E. Kelting, Peoria, Ill.	9:33	10:12.4
7	Margaret III	Selby, Conover, Steinmetz, Pekin, Ill.	8:42.4	D.N.S.
8	Frazzle V	Randall McFarlan, Cincinnati, Ohio	10:12.8	D.N.S.

Winner, Ethel XI—Best Speed 39.13 m.p.h.

## Class 510—Distance 10 miles: 4 Laps

Place	Boat	Owner	Elapsed Time	
			1st Heat	2nd Heat
1	King Tut	C. E. Padgett, Quincy, Ill.	15:08	14:42
2	Ethel XI	C. P. Hanley, Muscatine, Ia.	15:30.8	14:53
3	Miss Biddy Pudd	Mrs. Blanche Lemm, Burlington, Ia.	15:42.4	15:01.4
4	Blue Diamond	Frank E. Post, Decatur, Ill.	16:41.6	17:02
5	P.D.Q. VI	A. C. Strong, Evanston, Ill.	D.N.F.	16:11.8
6	Jay Eye See	Wadewitz-Sarrendonk, Racine, Wis.	16:19.8	D.N.F.
7	Firefly	Geo. E. Taylor, St. Paul, Minn.	D.N.F.	16:12

Winner, King Tut—Best Speed 40.90 m.p.h.

## Class 610—Distance 10 miles: 4 Laps

Place	Boat	Owner	Elapsed Time	
			1st Heat	2nd Heat
1	Black Diamond	Barrick & Weber, Peoria, Ill.	13:39	14:18
2	Peggy	Fred. W. Schram, Milwaukee, Wis.	D.N.S.	14:12.4
3	King Tut	C. E. Padgett, Quincy, Ill.	14:10.4	14:31.8
4	Cecile	J. R. Gill, Peoria, Ill.	14:25.2	14:22
5	Miss Biddy Pudd	Mrs. Blanche Lemm, Burlington, Ia.	15:15	D.N.S.
6	Jay Eye See	Wadewitz & Sarrendonk, Racine, Wis.	15:33	D.N.S.

Winner, Black Diamond—Best Speed 43.90 m.p.h.

## Class 725—Distance 10 miles: 4 Laps

Place	Boat	Owner	Elapsed Time	
			1st Heat	2nd Heat
1	Meteor Six	W. B. Wilde, Peoria, Ill.	10:46.4	11:20.4
2	Elanar	W. H. Ruhaak, Peoria, Ill.	13:10	11:26.4
3	Peggy	Fred. W. Schram, Milwaukee, Wis.	12:32.8	14:29
4	Black Diamond	Barrick & Weber, Peoria, Ill.	13:10.4	14:33
5	Cecile	J. R. Gill, Peoria, Ill.	14:32	14:53.6
6	Docs	L. R. VanSant, Peoria, Ill.	11:14.8	D.N.S.
7	Miss Terre Haute	F. R. Casebeer, Terre Haute, Ind.	D.N.F.	.....
8	Meteor VII	W. B. Wilde, Peoria, Ill.	D.N.S.	.....

Winner, Meteor Six—Best Speed 55.38 m.p.h.

## Class 1100—Distance 10 miles: 4 Laps

Place	Boat	Owner	Elapsed Time	
			1st Heat	2nd Heat
1	Peggy	Fred. Schram, Milwaukee, Wis.	13:23.4	14:26.2
2	Black Diamond	Barrick & Weber, Peoria, Ill.	13:32.8	D.N.S.
3	Cecile	J. R. Gill, Peoria, Ill.	14:06.8	D.N.S.
4	Docs	L. R. VanSant, Peoria, Ill.	D.N.F.	D.N.S.
5	Elanar	W. H. Ruhaak, Peoria, Ill.	D.N.S.	D.N.F.

Winner, Peggy—Best Speed 43.05 m.p.h.

## Class—Webb Trophy—Distance 15 miles: 6 Laps

Place	Boat	Owner	Elapsed Time	
			1st Heat	2nd Heat
1	Fore	W. D. Foreman, Chicago, Ill.	14:35.4	16:10
2	Miss Dubonnet	Ferran & Gallagher, New Orleans, La.	15:01.8	20:28.8
3	Miss Wayzata	J. T. Ramaley, Wayzata, Minn.	D.N.F.	24:03.4
4	Janet Virginia II	Walter Plummer, Jr., Maywood, Ill.	D.N.F.	.....

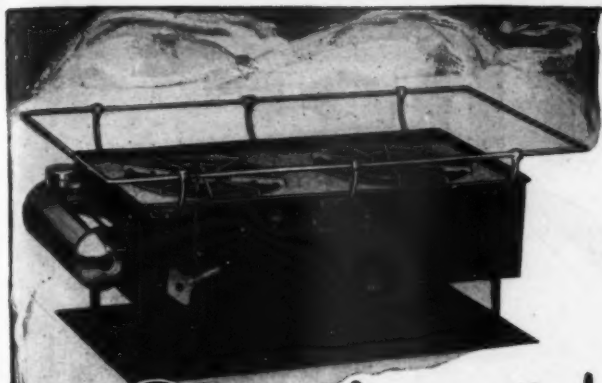
Winner, Fore—Best Speed 61.64 m.p.h.

## Class—Free For All Runabout—Distance 5 miles: 2 Laps

Place	Boat	Owner	Elapsed Time	
			1st Heat	2nd Heat
1	Miss Wayzata	J. T. Ramaley, Wayzata, Minn.	6:50	8:21.4
2	Janet Virginia II	Walter Plummer, Jr., Maywood, Ill.	7:02.8	8:24.8
3	Miss Liberty	I. H. Piper, Minneapolis, Minn.	D. N.S.	D.N.S.

Winner, Miss Wayzata—Best Speed 43.90 m.p.h.





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### *This is the Galley Stove that experienced boatmen choose!*

GAR WOOD, says—

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GAR WOOD

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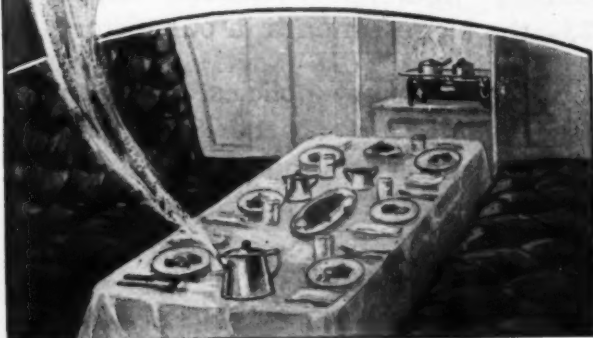
No. 2 Galley, attached tank .....	\$16.00
No. 3 Galley, attached tank .....	18.50
No. 3 Galley, 1 gallon tank .....	23.00
No. 3 Galley, 3 gallon tank .....	27.50
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3 burner galley, 1 gal. tank .....	25.00
No. 2 has 6-inch grates	
No. 3 has 8-inch grates	

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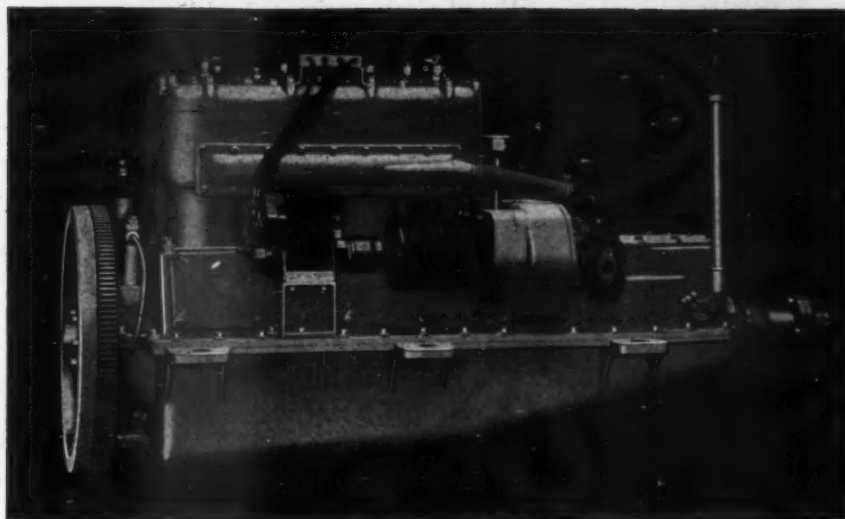


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## A Fine Motor for Fine Boats— Very Attractively Priced

If you love fine things, you certainly will appreciate looking over this new Kermath motor. It's so well built—so simple—so accessible—and so positive in operation.

Then, too, it's a bear for work, developing immense power—more power than you will ever use—and like all Kermaths—it is always dependable. For, remember, no Kermath has ever worn out. That's a record we believe that stands alone.

What other motor do you know of this size and this price that has a full 5 bearing crankshaft and a full 5 bearing camshaft? Then, too, the camshaft of this motor is submerged in an oil bath. The propeller shaft and instrument shaft are carried on a double row of annular bearings.

Better write today and get all the information on this greatest of all Kermath motors—the sensation of the season.

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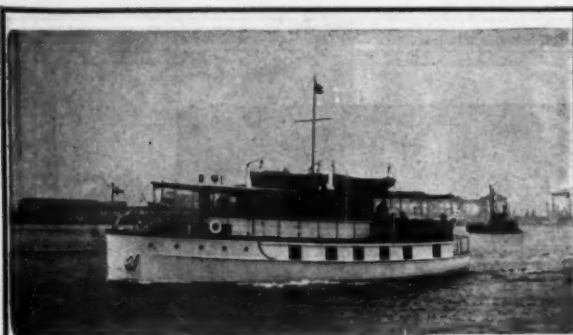
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"A Kermath Always Runs"





## New Type, 65-ft. Cruiser-Houseboat

the latest development of cruiser houseboat specializing. Contains every advantage of any previously produced houseboat of 80 ft. or less, in yachtness, comfort, economy of construction and operation and ability to go anywhere.

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Specialists in Houseboats and  
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**M**OVING Cups, bowls, vases, and other pieces suitable for prizes and presentation pieces are carried in stock.

### Special Prizes in

### Precious Metals

designed to suit individual requirements.

Original Drawings  
Submitted Upon Request

## Not Quite Winning the Race to Bermuda

(Continued from page 96)

burial service in the night watches so that he could play his part if the worst came to the worst, and all hands lurched by the recumbent figure with bowed head and averted eyes.

Below in the main cabin when the rain and spray lashed the deck the scene was even more funereal. Rigg's last three changes of clothes lay in mournful confusion on the carpet wherever he had happened to step out of them, and a spare suit of oilers flapped emptily from a hook on the weather side. Against a lee bulkhead hung a towel, flat, immobile, as if in despair of a needed visit to the laundry, while from the china closet came the pre-demolition clack of plates and glasses. On the windward transom lay the cook, somebody's straw hat under him, dreadingly wondering why the sea had treated him kindly for a quarter of a century of the hard life of the fishing banks only to bring him to death's door on a pleasure cruise. And opposite him sat Judge Coffin—dread menace in that name!—smoking his enormous pipe, and periodically removing it from his teeth to ask through clouds of smoke, "When do we get out of the Stream?"

On deck the wind slackened slightly and veered from east to southwest. Came the cry, "Crack on the fisherman; she'll stand it." But now as we came about on the starboard tack and held the course the wind commenced to blow. It had been playing with us before. Now it sang through the shrouds in dead earnest. Seafarer, staggering along under four lowers, bit into it and cast the stinging spray back into the faces of the watch. Solid water hurtled along the deck, lapping high up the headsails; immersing Charlie Noble, whose cylindrical copper body hissed at the indignity; splashing into the life-boat lashed on the weather side.

But still we carried on, although by nightfall under double-reefed main, and the next noon saw us another 170 miles on our way. We had altered course a point to southward to compensate for current drift and leeway, and we were still to westward of the base line. But we felt that we were the leeward boat, and I commenced to fear that we would be forced down to eastward of the islands. Before we had fixed our noon position on a sea of howling desolation, we sighted a competitor. She was up to windward on our starboard bow, and while her hull was obscured by intervening combers there was no mistaking her rig. She was the yawl Memory, riding easily under forestaysail, the race cinched, her rivals far behind, awaiting the passing of the gale.

Making heavy weather of it, with more vertical motion than headway, we overhauled the yawl, and at 1 P. M. brought her abaft the beam. And then we lost the race. The wind increased in strength and the Judge, alarmed by a rent in the mainsail, and impressed, perhaps, by the example of Memory, ordered in the main and then the jib. It was wet, back-breaking, and disheartening work, but Rigg from his position on the bowsprit where he could fill his boots and occasionally submerge his head in swirling water, found time to ask his invariable question, "Is this a race or a funeral at sea?"

For Memory it was evidently a race, for no sooner had we lowered than she raised her mizzen and forged ahead. Later we bent on the storm trisail and staggered on, but Memory outfooted us, and by nightfall was lost to sight, her course converging on ours. The following morning we glimpsed her again, this time almost dead ahead, and this was the last sight we had of her until—but that episode comes later.

The sou'wester stayed with us for twenty-four tumultuous hours and toward sundown caused us to shorten down to storm trisail and forestaysail. Then it dissipated in a flock of squalls, and for a short time thereafter the sea, unruffled by any wind, but heaving with spent emotion, tossed us remorselessly about. Then, when I again entertained the fear that we had sailed too near the beeline between Long Island and Bermuda, the wind sprang up from the northwest, and as it increased in strength we bent on all ordinary sail and hugged closer to our meridian. Eight hours of this and the wind once more swung into the southwest and obliged us to hold a south-southeasterly course. We had made good our needed southing and were favorably placed for the run to our destination.

The record for the third day looks like a limp rather than a run. Becalmed for four hours around mid-day, we loafed throughout the afternoon, flying the fisherman and rigging the spinnaker in the effort to coax more speed out of the listless Seafarer. And on the fourth day, the 16th, we got another change of scene. All day it rained or squalled. The sun obliged with morning sights for longitude and then retired until late afternoon. We lowered for one squall that rushed down in a dense wall of black with white forefoot, but for the rest we took a fisherman's reef, starting the sheets and spilling the wind.

(Continued on page 108)



## The Only Motor You Can Attach on Shore

**N**OW the days of danger of falling into the water while leaning far over the stern of the boat to attach your motor, are over. The Caille Liberty Motor can be attached on land. Then you just shove your boat out in the water, give the flywheel a turn, and zip! off you go. This is but one of the many exclusive Caille Liberty features.

It is the only motor that can be successfully used in weedy, mossy places. It goes through jungles of weeds like an eel. And for going through shallow areas, infested with sunken logs and dangerous stones, you can't beat it. The propeller just rises over obstructions automatically and goes on driving the boat without loss of speed or power. That can't be said of any other so-called tilting motor. You can beach your boat anywhere, no matter how shallow, without giving your Caille Liberty a thought. It will drive the prow of the boat high up on the shore so you can step out on dry land.

### "I Attach Motor With Boat Hauled Out"

Cass Lake, Mich.  
Caille Perfection Motor Co.  
Detroit, Mich.  
Gentlemen:

After using one of your LIBERTY MOTORS for two seasons, I think it is only fair to tell you of the wonderful service it has given me. I have used other makes of motors and there are motors of every make used here at Cass Lake, but only the ten or twelve LIBERTY DRIVES here are satisfactory.

Cass Lake is quite shallow, not over six or eight inches of water until you get out quite a distance from shore. With every other make of motor it is necessary to row or push the boat out into deep water then lean over back of boat and attach it, while I pull the stern of my boat up on shore and attach motor while standing on solid ground. This is an outstanding feature of the LIBERTY DRIVE.

Yours very truly,  
WM. T. KUHRE

The Caille Liberty is different from other rowboat motors because it is the forerunner in the march of progress. We predict that ere long the old vertical type will be as much a novelty on lakes and streams as a horse and carriage on the boulevards. It is simpler than the old vertical motors—provides ample power and more speed—is easily operated with its simple, motorcycle control, and sells for only \$85.00 complete—a mere fraction of the price asked for ordinary types. Why pay more and get less? Why not send now for our catalog?

Catalog also shows the famous Caille Five-Speed Motor—the highest development in a vertical type rowboat motor

The Caille Perfection Motor Co.  
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TRADE  
CAILLE  
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No matter how shallow the water, the Liberty Motor will drive your boat well up on the shore.



Goes through weeds like an eel where even oars cannot get through.



Propeller automatically rises over sunken logs and stones, and continues driving boat.

**\$85<sup>00</sup>**  
Complete

"Drives Your Boat  
Where'er 'twill Float"

**CAILLE**  
(PRONOUNCED "CAIL")  
**LIBERTY MOTOR**  
PATENTS PENDING  
**for Row Boats**

# SCHEBLER Carburetor

Standard  
in the  
Marine  
Field

Gives that dependable performance which will take your boat on any kind of water. The "right mixtures" for power, speed or economy. Schebler engineers know the last word in carburetion and work closely with all marine engine builders for best results.

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Dealers: Get this profitable business and resale. Sell Scheblers. Factory backs you to full extent in co-operation.

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## A NEW SALES PLAN

For BOAT BUILDERS  
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Write for catalog and details of this startling announcement

**Brennan Standard Motors**

Lead in Marine Value

Backed by Our 26th Successful Year

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500 East Water Street Syracuse, N. Y.

Cable Address "Blinot"

The Motor shown is Model "M" 17-20 H.P.  
medium duty.

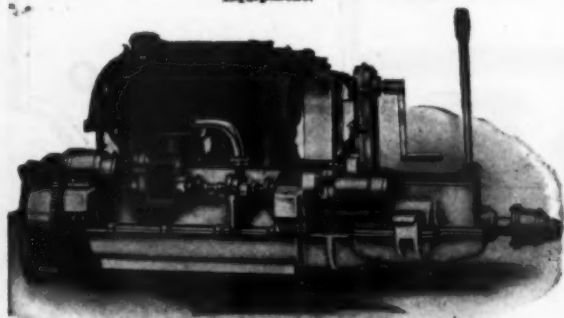
M-4 { 17-20 H.P.  
25-30 H.P.

B-4 { 25-35 H.P.  
35-40 H.P.

B-6 { 40 H.P.  
50-75 H.P.

A new six cylinder 4 x 5 1/2, 60 H.P., 1200 R.P.M.

All Models Furnished with Complete  
Equipment.



## Not Quite Winning the Race to Bermuda

(Continued from page 106)

We had now reached the stage of the race that may best be described as navigators' inferno. Around us within a radius of a hundred miles twenty-one other navigators were alternating between the delights of the blessed and the horrors of the damned, but I doubt if any of them shared the profundity of my misgivings. My last fix had been at noon of the 15th, and in the ensuing twenty-four hours we had drifted through calms and sped through squalls. The patent log, reliable under steady going, had failed to register at speeds of three knots or less, and I distrusted both its mileage total and its hourly performance.

Misled by hope, I took to figuring the speed of Seafarer by eyesight alone, and as each hour after noon flew by, stepped off on the chart our estimated run. Our landfall, I decided, should be made by 6 P. M. at the latest. At five, the sun having dropped below the clouds at an altitude of fourteen degrees, I took a sight, and was in the throes of working it, when from the deck came the glad cry of "Light-Ho!" Bowditch and notebook went to the mat while I swarmed topside and feasted my eyes on the tall, octagonal silhouette of St. David Head light, etched by the sun against a bank of clouds.

I think it must have been I who first started the refrain, "It certainly stands too straight to be a sail. It must be the light"; but soon we were all reciting it. This white, vertical object bore directly on the course, and there could be no mistaking its identity. I ascended from my special hell, and when Bradley clapped me on the shoulder and said, "Fine navigating, old man," I decided that a navigator's life need not be an unhappy one. And yet—

Darkness lingeringly overtook us and we strained our eyes for the fixed light of St. David Head. Bradley went aloft and reported nothing visible. All hands gloomed, and Navigator's Stock, Common, went below par. To get away from my disappointed shipmates, I also climbed the foremast, and remained aloof. From its swaying height I reflected that I was in a good position to dive overboard and End All.

Another hour dragged away and still there was no light. Going below I revised my dead reckoning a few times and issued a bulletin to the effect that we couldn't hope to sight the light as we hadn't caught up to it. Then Judge Coffin, whose eyes are like an eagle's, again raised the joyful cry of "Light-Ho!" and, two points on our port bow, he pointed out a fixed white beam. My spirits rose and once more I began to feel that I was something of a navigator. But again yet—

At 9 P. M. we made out red and green lights flanking the white, and a few minutes later were spoken by a Norwegian. "Vood yuh like to be rapported to Bummooda?" Our fixed white light was not St. David but a big tramp, lying to to perform this courtesy for us. Giving him our name we sailed on, and it was only by diving below that I resisted the temptation to ask him our position. By now, with two good landfalls gone glimmering, my nerves were in a delicate state and Seafarer needed just such a man as Bradley to induce calmness and reflection. He was a pillar of strength. Between us we reworked our day's run and decided that while we were probably on our course, there was a possibility that we had come down to leeward of Bermuda—or perhaps to windward.

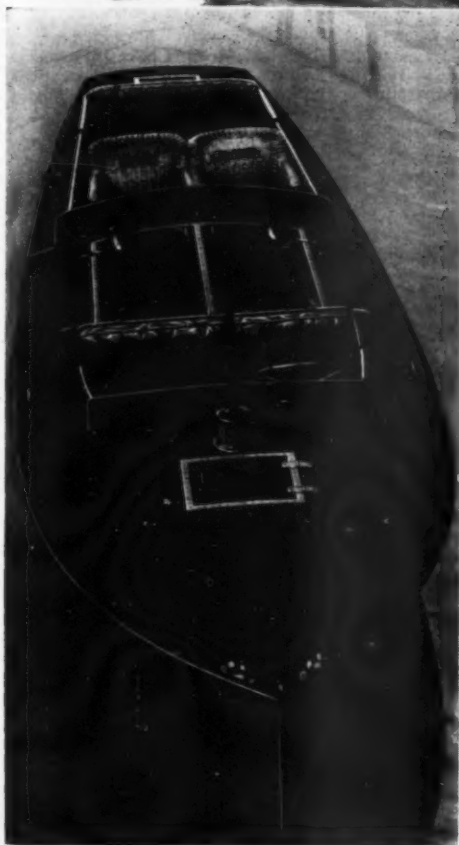
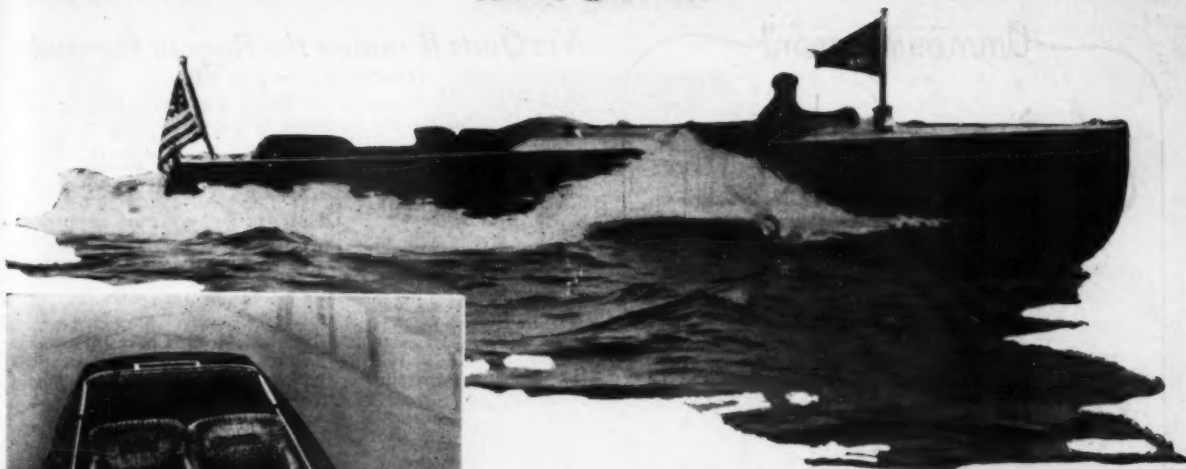
At eleven twenty, when my morning and afternoon sights for longitude had been reviewed and whipped into some semblance of agreement, Bradley suggested the plan of continuing for another hour and then lying to for star sights or daylight. Lin Rigg, going on watch, paused in the cabin doorway and remarked: "This vessel makes no stops between here and Africa. Passengers bound for Bermuda will take to the small boats." And just then Mr. Coffin's voice rang out with assurance in its tone. St. David Head Light bore—and positively did bear—S 1/2 E, one and a half points on our starboard bow, just about where (and when) any reasonable navigator might have expected it. The night was saved, but there was no joy in it for me.

One hour later we picked up Gibbs Hill Light and by cross bearings fixed our position off the reefs, and an hour after that smelled the oleanders of Bermuda and saw the flare of Memory's rocket as she prepared to cross the line. Memory, her jib-headed sails catching the afternoon sunlight, had been our false lighthouse, and now Memory in the darkness of early morning was our conqueror.

So that is the story of how Seafarer not-quite-won the race to Bermuda. Being scratch boat our elapsed time of 114 hours 46 minutes was our corrected time, and the schooner Flying Cloud, with an allowance of 9 hours 48 minutes, crossed the line nine hours later and wrested second place from us by fifty minutes. And now, having the floor, I want to hold it long enough to enter the realm of controversy. Subjoined are the noon positions of Memory, Seafarer, and Malabar IV.

(Continued on page 110)





## GREAT LAKES PACKARD RUNABOUT

A STANDARDIZED 26-foot mahogany runabout incorporating the 45 H.P. Junior Model Packard Marine Engine. To be distributed and serviced through Packard motor car dealers of which there are nearly 800 throughout the country.

Furnished with single or double cockpit, both types seating seven, with full auto control for one man operation. Speed 18-20 miles.

Traditional Packard standards of motor engineering and manufacture have prevailed in the production of Packard marine engines. The breadth of the Packard service organization has now been extended to yachtsmen.

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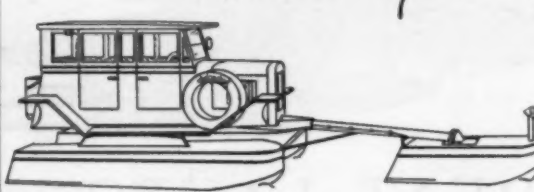
ASK THE MAN WHO OWNS ONE

Announcement

# Automoboot

TRADE MARK

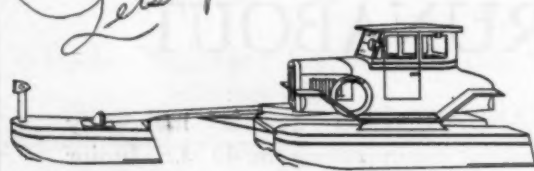
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KNOCK-DOWN EASILY—SHIPS TO CRATE—  
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**AUTOBOAT MFG. CO., Inc.**  
First National Bank Bldg. CHICAGO.

## Not Quite Winning the Race to Bermuda

(Continued from page 108)

Memory's data comes from Ed Payne, who navigated her, and Malabar's from Herbert L. Stone, Editor of Yachting.

	Memory	Seafarer	Malabar IV
June 13....	Lat. 38-42N Lo. 69-50W*	Lat. 38-48N Lo. 70-05W	Lat. 38-35N Lo. 70-50W
June 14....	Lat. 36-25N Lo. 67-53W*	Lat. 36-30N Lo. 68-00W	Lat. 36-34N Lo. 69-06W
June 15....	Lat. 34-36N Lo. 66-45W	Lat. 34-43N Lo. 66-50W	Lat. 34-43N Lo. 67-03W
June 16....	Lat. 33-49N Lo. 65-34W (D.R.)	Lat. 33-41N† Lo. 65-24W (D.R.)	Lat. 33-30N Lo. 65-50W (D.R.)

\*Navigator of Memory not certain of longitude.

†Navigator of Seafarer uncertain of June 16 noon D.R. position.

Anyone who cares to lay down on H. O. Chart 1411 these noon positions will find that within a limit of a mile or two for mechanical inaccuracy, the day's runs of the three boats from noon to noon are as follows:

	Memory	Seafarer	Malabar IV
June 13.....	173*	160*	157*
June 14.....	165	170	148
June 15.....	120	122	148
June 16.....	75	94	96
To finish.....	100	87	90
	633	633	639

\*Distance reckoned from Montauk Point to noon position, June 13, approximately twenty-two hours.

Two things in particular interest me in these sets of positions and mileages, and of the two the more striking is that maximum day's runs of 200-odd miles are conspicuous by their absence. Midnight-to-midnight logged mileages of tremendous proportions diminish in the bright light of noon-to-noon positions. Note that these runs are distances-made-good, which are the only distances that count in a race or on a cruise. The inconsistencies of currents, courses, and the vagaries of steering are entirely eliminated by this actual record of the chart.

The other point that I should like to make may be of some small value to future contestants—assuming, that is, that in years to come the data of this race will be scanned as eagerly as the literature of the early races has recently been scanned. Memory, being an excellent boat in windward work, hewed to the line and let the wind fall where it might. From start to finish, she sailed within fifteen miles of the base course—and won the race.

Seafarer also held to approximately the direct course, and despite the fact that she was close-hauled nearly all the way, came in second. Malabar IV sailed the wise, the logical race, and was at one time sixty miles to windward of the base course, from which point of vantage she could start her sheets and really sail—and she came in behind Memory and Seafarer.

On the record of the uncertainty of my position in the closing hours of Seafarer's passage my advice as a navigator may not count for much. Another time, if anybody has the temerity to take me along as sun-shooter, I shall probably be among those who strike to south'ard and fetch up to windward of Bermuda. Yet mark this well: The prevailing wind is southwesterly below the Stream, but for two or perhaps three days while the fleet lay in Hamilton Harbor the wind blew strong from the easterly quadrants. If the race had started two days later than June 12, what would have been the situation in the closing hours when all the windward strategists found themselves to leeward of their destination?



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# FRISBIE

## VALVE-IN-HEAD MOTOR



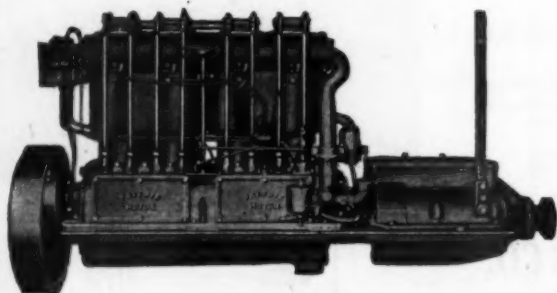
Owned by the Jamaica Pilots' Association; in pilot service off the coast of Jamaica; powered by 30 H.P. Frisbie Valve-in-Head Motor.

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Model FE-4  
Frisbie Valve-in-Head Motor

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*Manufacturers for over 20 years of overhead valve gasoline and kerosene engines for the propulsion of boats*



Advertising Index will be found on page 122

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23' Long 6' Beam

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All mahogany natural finish boat. Seats 8 people. Double Cockpit.

Equipped with 50 horse power engine, speed 23 to 25 m. p. h.	\$2750.00
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## THE UNIQUE LA MODEL 41

Single cyl.—4 cyc. 5 H. P. Motor

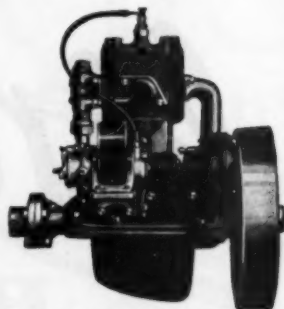
**A**DOPTED as standard equipment for 1923 by the largest boat builders and distributors in the country.

Built around Ford Sized Parts—replacements anywhere.

Equipped with Bosch High Tension Magneto, Impulse Coupling and Stopping Button. Speed Range 300 to 1000 revolutions per minute. Weighs approximately 165 pounds.

Price complete \$117.50, F. O. B., Jackson—with Joes Reverse Gear, \$157.50.

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Write today for full particulars including complete description of these exceptional features: Counter-balanced crankshaft—Special breather pipe—Liberal main bearing surfaces—All bronze water pump with stuffing nut—Bronze eccentric strap—Many others.

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Manufacturers are invited to get in touch with us regarding their ignition requirements.

No connection whatsoever with the American Bosch Magneto Corporation.

## Small Cruisers Compete Offshore for the James Craig Trophy

(Continued from page 37)

An interesting feature of the race from Atlantic City to New York was a match race between the ex-submarine chasers Siwash III, owned by C. A. Schieren and Dorothy owned by Colonel E. L. Parker of Baltimore, Maryland, for a most beautiful trophy offered by Colonel Parker. The boats were similar in size and type, but Dorothy was fitted with three 220 h.p. Standard Motors while Siwash had only two. However, the rules of the race provided that the third motor in Dorothy should not be used during the race and was sealed by the Committee. Siwash got off to a good start, but trouble was experienced with some of the machinery of Dorothy with the result that the race was a walkover for the former. Immediately after the finish, Colonel Parker challenged Commodore Schieren for a return race in 1924 which challenge was accepted.

A complete summary of the results of the race will be found below.

Summary of Results, New York-Atlantic City and Return Race—June 22-24, 1923:

Boat	Owner	Rating	Time Allowed	Lap Elapsed Time	Total Elapsed Time	Corrected Time
Siwash III	Chas. A. Schieren	57.02	.....	7-31-20	14-41-32	14-41-32
Fleetwood III	J. P. Stoltz	42.81	4-35-03	10-04-30	20-32-35	15-57-32
Nick	C. J. Haskell	47.72	2-41-30	9-25-20	18-11-36	15-30-06
Venture	H. H. Porter	42.68	4-38-23	8-46-36	19-19-34	14-41-11
Nueva	T. W. Brigham	41.07	5-21-58	9-49-15	18-13-14	12-51-16
Spendthrift II	W. R. Halsey	42.27	4-49-18	9-27-09	19-24-30	14-35-12
Kodak	R. J. Haslinger	33.50	9-41-52	9-57-21	24-05-24	14-23-32
*Dorothy	Col. E. L. Parker	.....	.....	12-28-39	.....	.....

\*Competed only in the second leg from Atlantic City to New York.

PRIZES—ATLANTIC CITY-NEW YORK RACE

CLASS A—CRUISERS UNDER 60'

Perpetual Trophy—Presented by James Craig—Won by Nueva.

1st Prize—Corrected Time—Presented by the Columbia Yacht Club—Won by Nueva.

2nd Prize—Corrected Time—Presented by the Atlantic City Yacht Club—Won by Kodak.

3rd Prize—Corrected Time—Presented by the Columbia Yacht Club—Won by Spendthrift II.

Time Prize for the fastest time—Presented by the Atlantic City Yacht Club—Won by Nick.

CLASS B—CRUISERS 60'-90'

1st Prize—Corrected Time—Presented by the Atlantic City Yacht Club—Won by Fleetwood III.

CLASS C—CRUISERS OVER 90'

1st Prize—Corrected Time—Presented by the Columbia Yacht Club—Won by Siwash III.

Special Prize—Match Race—Presented by Colonel E. L. Parker—Won by Siwash III.

Special Prize presented by the Columbia Yacht Club to the boat making best corrected time considering all boats racing as one class, won by Nueva.

## Cruisers and Express Cruisers Provide Great Sport

(Continued from page 94)

on the horizon to a most dangerous looking competitor. Soon the bone in her teeth was clearly visible. At 11:26, we were abeam of Little Gull. This marked about the half way point.

Our calculated finishing time was 12:59, but we were still a few hundred yards away from the line at this time. Adriel Too was now in our wake, rolling quite a little, but coming along like a Gar Jr.—so it seemed to us. A minute later, Adriel Too's bow had lapped Harpoon's and the finish line fifty yards away. At the 25 yard mark, her bow came abeam of us on the bridge, 10 seconds later from our position it appeared that the boats were bow and bow but at that instant the gun boomed from the committee boat and we knew someone had won but we didn't know who. Just then, Lee Tyler led the crew of Adriel Too in a husky cheer and our hearts dropped. But Fred Still, president of the American Power Boat Association, who was acting as judge at the finish and Bill Gibb who was the official timer, megaphoned to us that we had it by slightly less than a second. Hardly had we rounded up alongside the committee boat when Lohara and Jolly Beggar came racing up to the finish line neck and neck but Jolly Beggar finally nosed ahead and reached home just ten seconds in the lead.



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Terminal  
Free With  
Every Rajah  
Spark Plug

# RAJAH

## SPARK PLUGS



### For Your August Cruise

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BOAT & ENGINE BUILDER  
QUINCY, ILL.

July 14, 1923.

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Gentlemen:

Again I am pleased to advise that the Rajah Plugs I purchased recently worked out to perfection. I never had one bit of trouble with these plugs all during the Burlington races.

Can safely say these plugs helped to make Miss Quincy IV the champion of the 151-inch class again. I recommended Rajah Plugs to most of the racing boys and trust you will hear from them.

Thanking you for past favors, I am

Very truly yours,

(Signed) C. E. Padgett.

Standard Rajah Plug.... \$1.00

Giant Rajah Plug..... \$1.25

Waterproof Rajah Plug.. \$1.25

Complete with terminal

If your dealer doesn't sell them, order direct from us stating thread wanted and mentioning make of motor.

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Sell your customers the spark plugs they want! Take advantage of Rajah popularity by carrying a full stock of these famous marine plugs. You should also have Rajah Terminals, particularly the Rajah Solderless Terminal which sells on sight. Send 15c. for sample.

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## 18 Miles per Hour with E-6

The big Red Bank Cruiser "CRAB" shown above is not a speedboat. She's designed for seaworthiness, comfort and general cruising service such as fishing and similar pleasure use. With 35 ft. of length and 9 ft. beam, you'd say 11 to 12 miles would be a very satisfactory speed for such a boat.

But the Scripps E-6 actually drives her 18 miles an hour. That's nothing to brag about for a real speed boat, but you'll admit it's at least half again as fast as you'd expect for a big substantial sea cruiser like this. About 90% of the so-called express cruisers now afloat could never catch up with this boat.

CRAB was delivered under her own power, cruising from Red Bank, N. J., via the open ocean, Delaware Bay, Chesapeake Canal and Chesapeake Bay to Annapolis, Md. This cruise proves that the Red Bank Cruiser is essentially a sea boat instead of a skeleton racing creation. Incidentally it shows the confidence of the owner and builders in the Scripps Motor.



E-6 \$1750  
Medium Duty 40-60 H.P.  
High Speed 65-100 H.P.

E-4 \$1250  
Medium Duty 30-45 H.P.  
High Speed 45-70 H.P.

F-4 \$750  
Medium Duty 15-30 H.P.  
High Speed 30-55 H.P.

D-2 \$650  
Medium Duty 10-12 H.P.  
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All prices include Electric Starter Equipment

Perhaps this record of Crab will suggest an idea for your own boat. Do you want sturdy reliable power that will drive her faster than you expect? It doesn't matter whether you need ten or a hundred horsepower, you'll find all Scripps models have the same sturdy power and reliability.

The Scripps is the lowest priced high grade engine on the market. It's the kind of an engine every owner wants.

Let us send catalog and name of the nearest Scripps dealer.

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**I**F you want a classy little runabout that is a happy combination of speed boat and general utility launch, you'll look a long way without finding an equal to our standardized 21-ft. "SPORT" model. It has a 30 h.p. Buffalo or Kermath engine, complete with electric starter, and makes over 17 miles an hour. Seats five with real comfort, with room for a couple of chairs too if you wish.

Or maybe you'd prefer the 26-ft. MOGUL which is powered with any engine you want, according to the speed required. Any high speed engine from 30 h.p. to 200 h.p. will give good results in this hull.

The Dachel-Carter standardized types include not only the Sport and Mogul models, but also outboard motor boats, rowboats, and hydroplanes. Our plant is equipped to build to your order anything you want in the way of a cruiser, runabout, sailboat or commercial boat of any size up to 125 feet, in steel or wood.

We have been building good boats for a quarter of a century and our facilities are the most complete in the Central West. Let us quote on your requirements if you don't find what you want in our standardized types.

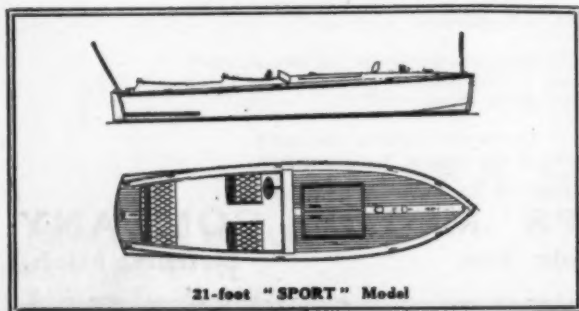
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General Sales Office: 53 West Jackson Blvd., Chicago

Boat building plant at Benton Harbor, Mich.



Advertising Index will be found on page 122

## Bringing Cigarette and Corisande to New York

(Continued from page 34)

combined. This covered 90 miles to Albany, which was reached at 5:15 P. M.

New York State has expended several hundred million dollars on its great Barge Canal system, and with all the beauty and convenience of this wonderful waterway it is surprising we met so little traffic, either pleasure or commercial.

For motor boats there could not be a more ideal cruising ground. The water is clean and fresh and the channel is clearly marked from end to end with lighted buoys averaging six to a mile. To think of it as a canal is somewhat misleading, because the greater part consists of canalized channels through natural rivers and lakes, each with its fringe of summer cottages, and all joined together by artificial canals. In fact less than one-third of the 355 miles between Buffalo and Troy is through wholly artificial canals.

The big concrete locks are marvels of engineering achievement, both in construction and operation. With a width of 45 feet and length of 310 feet, the lift varies from six feet to more than forty feet. Twenty minutes is about the average from the time you enter the lock until you are on your way, but the actual time required to fill or empty the lock is nearer to three to six minutes. Prompt and courteous service without charges or tips is the rule, the lock tenders phoning ahead on the shorter levels so that the next lock will be ready for you when you arrive.

There are a number of stretches where you can speed up as much as you wish. For instance, Oneida Lake is a beautiful body of water 21 miles long and about six miles wide; the natives say there is always a stiff breeze here, which kicks up a sea about like an average day on Lake Erie or Long Island Sound. It was a refreshing variation to cross this 21 miles in 42 minutes, making 30 miles an hour. Cross Lake is another fine stretch. The Mohawk River is followed for 112 miles and in many places is as wide and as beautiful as the upper Hudson.

It wouldn't be a real cruise without some exciting incident, so Captain Stafford of the Corisande obligingly supplied the missing adventure by falling into the river from a slippery bulkhead while tying up in front of the Albany Yacht Club. At least it amused the spectators who lined the wall and brought us several reporters who seriously mentioned the rescue in the morning papers.

Running down the Hudson the next day was a complete change, after three days of canals, and locks, interesting as they were. Usually the last day of a cruise lacks the interest and enthusiasm of the first days, but not so in this case. Passing the Albany Yacht Club with a flying start at 10:27 A. M., all five engines were set at 1,400 revolutions and we proceeded to eat up the distance at better than 30 miles an hour, noting the time carefully at each town and checking the mileage from the government charts. Poughkeepsie Bridge, the halfway mark, was reached at 12:39:10, showing 2:12:10 for the 68 miles.

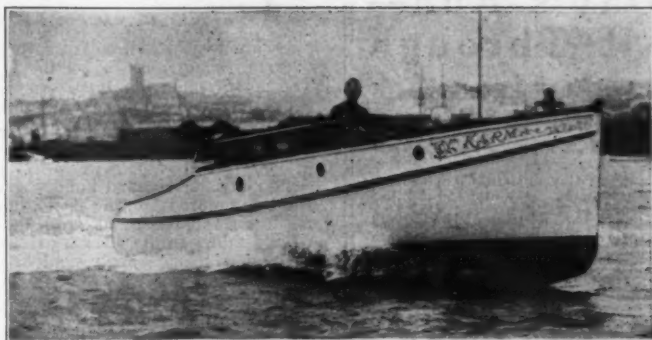
From Poughkeepsie to the Columbia Yacht Club at West 86th Street, New York, N. Y., is another 68 miles, which we covered in 2:09:45 with the engines at 1,800 revolutions per minute for a few minutes, just for a taste of real speed. This made a record of four hours, twenty-one minutes, fifty-five seconds, with an average of 30.9 miles per hour. The best previous time for this run was Gar Wood's record of five hours in Gar Jr. II. Corisande, which is a duplicate of Gar Jr., kept right along with Cigarette and had plenty of speed in reserve, judging by the way she passed us several times to oblige Rosie, the photographer who had come aboard at Poughkeepsie.

With such a boat as Cigarette one doesn't think much about time or distance. It is 24 miles from the Columbia Yacht Club around the Battery, through the East River, Hell Gate, and the Sound to City Island, a good three-hour cruise for most boats. With due caution for harbor traffic we made this 24 miles in just 25 seconds less than an hour. Weaving around between the ferry boats, car floats, and tugs at 25 or 30 miles an hour is a new experience after the placid waters of the upper Hudson. No need to wait for signals, as we could pass anything in sight before it had moved more than a few feet.

After the first great thrill one is scarcely conscious of the great speed of Cigarette except for the wind. But if you get down close to the water at the stern you don't question that you are traveling faster than you ever rode before. There is less engine vibration and exhaust noise than the average put-put makes when it is starting to do eight miles an hour.

Home again, after a glorious cruise of 800 miles in five days, without a forced stop of any kind—not a scratch on the boats, after passing through 35 locks. You may not have a 30-mile or 50-mile boat, but take it from me, you are missing something if you don't cruise up the Hudson and through the canal. No more automobile touring for me!

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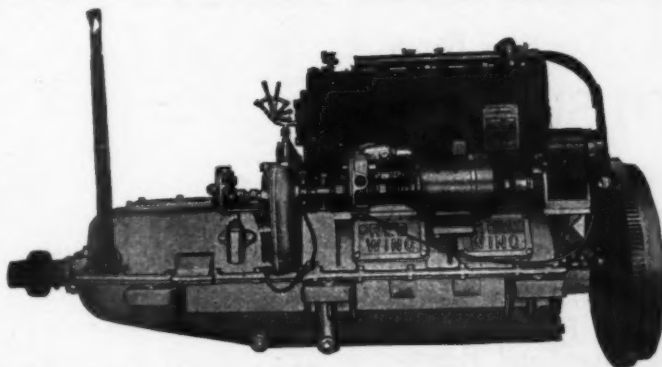
Model F 28-36 H.P.,  
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5".

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bore 4 1/2", stroke 5".

Revolutions from 200  
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dium heavy duty type  
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With Detachable Cylin-  
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## Burlington Regatta the Biggest Ever

(Continued from page 24)

(SEE SUMMARY OF RESULTS ON PAGE 102)

over his two world records won by Meteor VI, and sighed over not being able to get his Meteor VII into the running. The performance of Meteor VI was the more notable as when the engine broke down the day before the race a new one was hastily trucked over from Peoria, installed in a few hours and without any readjustment romped away with the championship of the class.

The city had donned holiday garb for the regatta with flags and gay colored bunting decorating all the down town streets. All traffic was barred off from the river front and on the main street leading to the river a carnival midway held sway. Each evening dancing comedy, and diving numbers, and a brilliant fireworks display were offered from a beautifully decorated barge in front of the grand stand. This stand, which accommodated 8000, was built along the bank starting a block south of the Burlington Launch club and extending several blocks. On the Fourth the crowd overflowed the stand and filled every available space from which the races could be witnessed. The course lay between the two bridges. Excellent facilities had been provided for taking care of the boats on a long fenced in platform on the bank running the length of the block between the club house and the grand stand. Here were the derricks for hoisting the speedsters in and out of the water and here in a long row on their cradles rested the boats themselves, boats from New Orleans on the south to St. Paul on the North and from town and cities representing all the great Mississippi Valley in between. As usual at the Valley meets the largest representation was of both boats and men was from Peoria and her sister city Pekin which together sent 12 boats and some 60 boat men and boosters. The second largest representation was from far off New Orleans, the southern city having sent four boats, and a goodly contingent of boatmen.

Here on the boat platform, on the starters barge and in the club one could see all the familiar figures of Mid-West boat- ingdom swapping reminiscences, prophesying new records and champions, working like mad on their own boat or the other fellows, gabbling in the lingo of the game, and all with that genial camaraderie that is nowhere more visible nor more genuine than at a Valley regatta.

Officials for the regatta included starter—J. W. Sackrider; fleet captain—R. H. Daniels; Judges, W. H. Parham, Leroy Cook, Capt. Burt Price, C. S. Hadley; Timers—G. T. White, E. L. Judson, Jr., R. A. Maples; Scorers—A. T. Griffith, H. K. Harrison, John Klein, Jr. and Geo. Dixon. Dr. J. W. Dixon chairman of the Burlington race committee was a whole host in himself and was ably and charmingly seconded in extending a cordial welcome to visiting boat folks by Mrs. Dixon who is as enthusiastic a regatta fan as there is in the land. The Burlington Launch Club extended hospitality to their guests at an informal cafeteria luncheon at the club house Monday.

The annual meeting of the association was held at the club Monday evening and L. E. Selby of Pekin, Ill., one of the most widely known and popular boatmen of the Middle West was elected president to succeed Dr. A. C. Strong. W. H. Parham, secretary of the Southern Yacht club at New Orleans, and to whom the success of the winter regatta at that city in February, was largely due was chosen vice-president. A. T. Griffith of Peoria, and R. A. Maples of Clinton, Iowa, were re-elected as secretary and treasurer. The five directors chosen are: Dr. J. W. Dixon of Burlington, Dr. A. C. Strong of Evanston, Ill., H. K. Harrison of St. Paul, Minn., Fred Schram of Milwaukee, Wis., and Randall McFarlan of Cincinnati, Ohio. This board of nine is representative of the entire Mississippi Valley, including the northern and southern extremities, the Illinois Valley, the Ohio Valley, the middle Mississippi Valley and the Lakes region. A resolution was passed against discriminatory taxation of boats and another favoring all waterway improvements particularly in the Mississippi Valley, and in this connection secretary Griffith was appointed permanent delegate to the meeting of the Mississippi Valley Improvement Association.

Commodore A. W. Dunham and Vice-Commodore Edw. Ihrig of the Oshkosh Power Boat club tendered an invitation to hold the 1924 regatta and convention at Oshkosh. Invitations were also received from Hannibal, Mo., and Chicago. But the acceptance of the Wisconsin city offer was unanimous and now the Valley cry is "On to Oshkosh!"



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